

The Merchants' Exchange  
Grill Room and Restaurant  
319 Seymour St., VANCOUVER, B.C.  
QUANIN BROS., Proprietors.

# The Daily Colonist.

VOL. LXXXIV.—NO. 15

TEN PAGES.

VICTORIA, B. C. WEDNESDAY, JUNE 27, 1900

TEN PAGES.

WELLINGTON and COMOX  
HOUSEHOLD  
COAL,  
Hall, Goepel & Company  
Telephone 83  
102 Government Street.

FORTY-SECOND YEAR



FROM **BORDEAUX**  
VIA CAN. PAC. RY. AND STEAMSHIP.  
**BARTON & GUESTIER'S**  
CHATEAU MARGAUX  
ST. JULIEN  
MEDOC  
SAUTERNES  
QUARTS  
AND  
PINTS  
R. P. RITHET & CO., LTD.,  
IMPORTERS.

**PERINET  
CHAMPAGNE**  
FOR REAL VALUE

We pay for the advertisement and do not tack it on to the Wine.

**Hudson's Bay Co.**  
AGENTS.

**If You Would**



Make a safe investment, and one that will always give you pleasure, do not miss the opportunities we are offering every week for supplying yourself with everything in the grocery line at the lowest prices ever offered for first-class goods.  
BATGER'S MARMALADE ... 15c. jar  
CHRISTIE'S CREAM SODAS ... 30c. tin.  
TANGLEFOOT FLY PAPER ... 50c. box  
GRANULATED SUGAR ... 10 lbs for \$1.  
FRESH MCAREEN'S CHEESE WEEKLY.  
"DIXIE" HAMS AND BACON ARE UN-SURPASSED.

**DIXIE ROSS & CO.**

**TO CANNERS AND OTHERS**

We are fully stocked to supply you with DRY GOODS and GENTS' FURNISHINGS, OILCLOTHING, DUCKS, and DRILLS.

All orders shipped same day as received.

Write us for samples and Quotations.

**J. PIERCY & CO.** WHOLESALE DRY GOODS.

21, 23, 25, 27, 29 Yates street, VICTORIA, B.C.

**Lime! Lime!**

**AUCTION**

I have received instructions to remove to my salerooms, 71, 70 and 81 Douglas St. and to sell without reserve

**FRIDAY JULY 6th**

Costly And Almost New

**FURNITURE AND EFFECTS**

Particulars later.

WM. T. HARDAKER,

Telephone 693. The Auctioneer.

**Victoria Transfer Company**

LIMITED.

Incorporated by Special Act of Parliament,

1883.

EVERY BARREL IS GUARANTEED.

EVERY BARREL BEARS OUR TRADE MARK (Marble Bay Lime).

FIVE BARRELS OF "MARBLE BAY" LIME will go further than six of any other lime on the market.

OUR "PLASTERERS'" BRAND IS A SPECIALLY SELECTED LIME FOR PLASTERERS' USE—THERE IS NONE SO GOOD.

FOR SALE BY ALL DEALERS. Kept in stock in Victoria by KINGHAM & CO.

**AUCTION**

Under instructions from Mr. E. Wood, I will sell on the premises,

**No. 31 JOHNSON ST.**

AT

2 P. M. on Tuesday, June 26th

The contents of his TOBACCO AND

FRUIT STORE, including staple grades of Smoking and Cigarining Tobaccos; Canaries in all varieties; Fruit, etc., etc. Particular attention is called to the handsome Glass Top and Front Counter; also a new Singer Sewing Machine, etc., etc.

TELEPHONE CALL 120.

**TENNIS GOODS.**

**FISHING TACKLE.**

All kinds of the best Sheffield Cutlery, Shaving Materials, Brushes, Pocket Books, etc., etc.

**FOX'S**

**BEEF MEAL**

Is the best E&A Producer on the market—Try a 25c. Package.

For Sale At

**SYLVESTER FEED CO., LTD.**

CITY MARKET.

COMPANY PROMOTERS.

Trust Quotations on all Mining Stocks.

Purchasers found for Mining Stocks and Properties. Telephone 683.

MANITOBA'S THIRSTY SOIL DRINKS IN REFRESHING SHOWERS.

Winnipeg, June 26.—The drought in a large portion of Manitoba was broken to-night. Heavy rains are reported all evening from Brandon, Carberry, Seewell, Shoal Lake, Douglas, Treherne, Holland and many other points in western and central Manitoba, with every prospect of continuance. A day's rain will work wonders on the wheat fields. There was also heavy rain in Winnipeg to-night.

The crew selected to uphold the honor of Vancouver at the Nelson regatta

against crack Winnipeg and Inland crews is as follows: E. B. Springer, stroke; H. Springer, 3; C. A. Worsnop,

also heavy rain in Winnipeg to-night.

Winnipeg, June 26.—The drought in a large portion of Manitoba was broken to-night. Heavy rains are reported all evening from Brandon, Carberry, Seewell, Shoal Lake, Douglas, Treherne, Holland and many other points in western and central Manitoba, with every prospect of continuance. A day's rain will work wonders on the wheat fields. There was also heavy rain in Winnipeg to-night.

The crew selected to uphold the honor of Vancouver at the Nelson regatta

against crack Winnipeg and Inland crews is as follows: E. B. Springer, stroke; H. Springer, 3; C. A. Worsnop,

also heavy rain in Winnipeg to-night.

The crew selected to uphold the honor of Vancouver at the Nelson regatta

against crack Winnipeg and Inland crews is as follows: E. B. Springer, stroke; H. Springer, 3; C. A. Worsnop,

also heavy rain in Winnipeg to-night.

The crew selected to uphold the honor of Vancouver at the Nelson regatta

against crack Winnipeg and Inland crews is as follows: E. B. Springer, stroke; H. Springer, 3; C. A. Worsnop,

also heavy rain in Winnipeg to-night.

The crew selected to uphold the honor of Vancouver at the Nelson regatta

against crack Winnipeg and Inland crews is as follows: E. B. Springer, stroke; H. Springer, 3; C. A. Worsnop,

also heavy rain in Winnipeg to-night.

The crew selected to uphold the honor of Vancouver at the Nelson regatta

against crack Winnipeg and Inland crews is as follows: E. B. Springer, stroke; H. Springer, 3; C. A. Worsnop,

also heavy rain in Winnipeg to-night.

The crew selected to uphold the honor of Vancouver at the Nelson regatta

against crack Winnipeg and Inland crews is as follows: E. B. Springer, stroke; H. Springer, 3; C. A. Worsnop,

also heavy rain in Winnipeg to-night.

The crew selected to uphold the honor of Vancouver at the Nelson regatta

against crack Winnipeg and Inland crews is as follows: E. B. Springer, stroke; H. Springer, 3; C. A. Worsnop,

also heavy rain in Winnipeg to-night.

The crew selected to uphold the honor of Vancouver at the Nelson regatta

against crack Winnipeg and Inland crews is as follows: E. B. Springer, stroke; H. Springer, 3; C. A. Worsnop,

also heavy rain in Winnipeg to-night.

The crew selected to uphold the honor of Vancouver at the Nelson regatta

against crack Winnipeg and Inland crews is as follows: E. B. Springer, stroke; H. Springer, 3; C. A. Worsnop,

also heavy rain in Winnipeg to-night.

The crew selected to uphold the honor of Vancouver at the Nelson regatta

against crack Winnipeg and Inland crews is as follows: E. B. Springer, stroke; H. Springer, 3; C. A. Worsnop,

also heavy rain in Winnipeg to-night.

The crew selected to uphold the honor of Vancouver at the Nelson regatta

against crack Winnipeg and Inland crews is as follows: E. B. Springer, stroke; H. Springer, 3; C. A. Worsnop,

also heavy rain in Winnipeg to-night.

The crew selected to uphold the honor of Vancouver at the Nelson regatta

against crack Winnipeg and Inland crews is as follows: E. B. Springer, stroke; H. Springer, 3; C. A. Worsnop,

also heavy rain in Winnipeg to-night.

The crew selected to uphold the honor of Vancouver at the Nelson regatta

against crack Winnipeg and Inland crews is as follows: E. B. Springer, stroke; H. Springer, 3; C. A. Worsnop,

also heavy rain in Winnipeg to-night.

The crew selected to uphold the honor of Vancouver at the Nelson regatta

against crack Winnipeg and Inland crews is as follows: E. B. Springer, stroke; H. Springer, 3; C. A. Worsnop,

also heavy rain in Winnipeg to-night.

The crew selected to uphold the honor of Vancouver at the Nelson regatta

against crack Winnipeg and Inland crews is as follows: E. B. Springer, stroke; H. Springer, 3; C. A. Worsnop,

also heavy rain in Winnipeg to-night.

The crew selected to uphold the honor of Vancouver at the Nelson regatta

against crack Winnipeg and Inland crews is as follows: E. B. Springer, stroke; H. Springer, 3; C. A. Worsnop,

also heavy rain in Winnipeg to-night.

The crew selected to uphold the honor of Vancouver at the Nelson regatta

against crack Winnipeg and Inland crews is as follows: E. B. Springer, stroke; H. Springer, 3; C. A. Worsnop,

also heavy rain in Winnipeg to-night.

The crew selected to uphold the honor of Vancouver at the Nelson regatta

against crack Winnipeg and Inland crews is as follows: E. B. Springer, stroke; H. Springer, 3; C. A. Worsnop,

also heavy rain in Winnipeg to-night.

The crew selected to uphold the honor of Vancouver at the Nelson regatta

against crack Winnipeg and Inland crews is as follows: E. B. Springer, stroke; H. Springer, 3; C. A. Worsnop,

also heavy rain in Winnipeg to-night.

The crew selected to uphold the honor of Vancouver at the Nelson regatta

against crack Winnipeg and Inland crews is as follows: E. B. Springer, stroke; H. Springer, 3; C. A. Worsnop,

also heavy rain in Winnipeg to-night.

The crew selected to uphold the honor of Vancouver at the Nelson regatta

against crack Winnipeg and Inland crews is as follows: E. B. Springer, stroke; H. Springer, 3; C. A. Worsnop,

also heavy rain in Winnipeg to-night.

The crew selected to uphold the honor of Vancouver at the Nelson regatta

against crack Winnipeg and Inland crews is as follows: E. B. Springer, stroke; H. Springer, 3; C. A. Worsnop,

also heavy rain in Winnipeg to-night.

The crew selected to uphold the honor of Vancouver at the Nelson regatta

against crack Winnipeg and Inland crews is as follows: E. B. Springer, stroke; H. Springer, 3; C. A. Worsnop,

also heavy rain in Winnipeg to-night.

The crew selected to uphold the honor of Vancouver at the Nelson regatta

against crack Winnipeg and Inland crews is as follows: E. B. Springer, stroke; H. Springer, 3; C. A. Worsnop,

also heavy rain in Winnipeg to-night.

The crew selected to uphold the honor of Vancouver at the Nelson regatta

against crack Winnipeg and Inland crews is as follows: E. B. Springer, stroke; H. Springer, 3; C. A. Worsnop,

also heavy rain in Winnipeg to-night.

The crew selected to uphold the honor of Vancouver at the Nelson regatta

against crack Winnipeg and Inland crews is as follows: E. B. Springer, stroke; H. Springer, 3; C. A. Worsnop,

also heavy rain in Winnipeg to-night.

The crew selected to uphold the honor of Vancouver at the Nelson regatta

against crack Winnipeg and Inland crews is as follows: E. B. Springer, stroke; H. Springer, 3; C. A. Worsnop,

## It Is Guerrilla Warfare Now

Boers Have Broken Into Small Sniping Parties to Harass British.

The Canadians Reported to Be Doing Excellent Outpost Work.

London, June 27.—(3:30 a. m.)—The Boer commandos in the eastern part of the Orange River Colony appear to have been broken up by their leaders for the time into small parties, that harass large columns of the British incessantly, cutting off scouts, sniping pickets, and making a show of force here and there. Commandant Christian Dewet, Gen. Steyn's commander, is the genius of these guerrilla operations. He is the hero of Boers in these last days of hostilities.

Lord Roberts' columns are steadily contracting the area of their advance. Transvaal officials who were interviewed yesterday at Machadodorp by a correspondent of the Daily Express assert an intention to hold out to the last. President Kruger will probably retire to Watervalder or Nelspruit. His physician thinks his condition of health will not allow him to go to the high veldt.

The British prisoners at Nootgedacht are now more comfortable. Large quantities of food and blankets have been forwarded to them, and the enclosure is lighted by electricity.

Pretoria telegrams say that supplies of warm clothing are reaching Lord Roberts' infantry, who had been ragged and had suffered from the cold weather.

Commandant-General Botha is uncommonly active east of Pretoria. The Canadians are doing excellent outpost work.

London, June 26.—The war office has received the following despatch from Lord Roberts:

"Pretoria Presidency, June 26.—Sir Charles Warren reports that the rebellion in Cape Colony north of the Orange river is now over. The last formidable body under Commandant de Villiers surrendered on June 20, consisting of about 220 men, 280 horses, 18 wagons, 260 rifles, and 100,000 rounds of ammunition.

"Gen. Baden-Powell reports that pacification is going on satisfactorily in the Rustenburg district."

HIGHLANDERS CAPTURED.

A Small Force in Charge of a Convoy Made Prisoners by Dewet.

London, June 26.—Large quantities of bar gold received by merchants in the western part of the Transvaal from President Kruger, ostensibly in payment of requisitioned goods, have been seized by the British. If the genuineness of the accounts can be proved, the gold will be probably repaid.

The Boers sharply attacked Gen. Rundle's transport near Senekal on June 23, but were repulsed.

The official report of the capture of a convoy of 50 wagons, escorted by Highlanders, between Rhenoster and Helbron on June 21, was only received to-day.

Lord Roberts' reports that the convoy was surrounded and sent a messenger to the nearest points asking for assistance. But the reinforcements were unable to reach the convoy, and 150 Highlanders, in reply to a flag from Gen. Christian Dewet, surrendered during the morning of June 24.

Ottawa, June 26.—A cable to the militia department says Pte. Larue, who was an officer in the 87th Battalion, Quebec, and who resigned to go to South Africa, died at Wynberg from enteric fever. He was buried at Paardeberg.

SIR CHARLES TUPPER,

He Addresses a Meeting at Hagersville On the Coming Elections.

Hagersville, June 26.—Sir Charles Tupper and Dr. Montague spoke here yesterday to 1,500 people. Sir Charles charged the Liberals with breaking their promises. He concluded with a glance over the Canadian political field, where he found the majority in the forthcoming elections were for Conservatives in every province.

TURKISH TEMPORIZING.

United States Have Not Succeeded in Getting a Settlement.

Washington, June 26.—As to the report from Constantinople that the United States charge, Mr. Griscom, has presented another demand for the settlement of the United States claims, it can be stated on high authority that the United States government is steadily pressing for a definite and final settlement, and is losing no opportunity to remind the Turkish authorities of the unsatisfactory and indefinite nature of the present situation. But beyond the persistent pressure, there has been no imperative action taken, nor has it been definitely determined what course would be adopted if the temporizing of Turkish diplomacy is carried to the point of actual failure to meet the American demands.

## TO SAVE

All profits but the maker's on Harness buy direct from us. The biggest assortment of the most valuable and dependable horse equipments made anywhere. We offer a wider range of choice than any dealers in the city can give you. The prices of all the profits of the middlemen cut out. WADE & McKEON, 44 Yates St.

## JAPANESE CONSUL TALKS

### He Explains the Law Limiting Emigration of His Countrymen.

From Our Own Correspondent.

Vancouver, June 26.—Mr. Shemezu, Japanese consul for Canada, in speaking of the approximate number of Japanese immigrants which would be permitted by the government to migrate to America, puts the figures at 7,128 per year, or 3,588 for the United States and 3,540 for Canada. The laws governing immigration to the United States are different from those applying to Canada. In the case of Canada there are 5 immigrants allowed to migrate to Canada each month in the year from each of the 47 prefectures, or provinces, of Japan, and besides this regulation each of the 12 immigration companies of Japan are allowed five passports per month, or in other words, the immigration companies are permitted to take 2,500 Japanese per month to Canada, or 3,540 during the year. It is not required, however, that so many be taken each month, for if so desired, or if it were possible to do so, the whole number allowed for the year could be shipped in one month, but no more emigrants would be allowed to leave Japan for the rest of the year. Mr. Shemezu says that his government, for the winter months of this year, will place all the restrictions possible on emigration from Japan. The law as applied to the United States is as follows:

In nine prefectures 10 per month are permitted to migrate, in 11 prefectures 8 per month, in 13 prefectures 5 per month, and there are no extra passports allowed the immigration companies; this makes a total of 2,09 per month, or 3,588 for the year. Mr. Shemezu says that many inland prefectures do not contribute any emigrants, but the total number permitted to leave the country seems to have been reached by taking more from other prefectures to make up for the provinces that do not send any of their people into the new world.

## JAPAN AND THE MUSCOVITE

### Not Likely to Go to War For a While Over the Korean Question.

According to advices received by the press, when she left on June 15, Port Arthur was swarming with soldiers, and the naval and military authorities were very active. Two American firms selling the Russian government large quantities of stores for the provisioning of the strong-hold.

A correspondent of the China Mail, who had returned from a trip through Korea, Japan and North China, says:

At the Korean towns, Chemulpo, Seoul, Mukpo and Fusun, the Japanese control the foreign trade. The Japanese have large and exclusive settlements at each of these ports. Japanese officers are frequently seen in Korea. Undoubtedly Japan would fight to defend her trade in Korea, but the best informed people are of opinion that, although Japan and Russia may squabble over points of strategic advantage, these differences will not for a long time lead to war, and Korea will continue to be a buffer state between the two powers for years.

It may be, however, that Japan will be forced into the war by a possible approaching financial crisis. It is reported that there will be an enormous deficit in the budget this year. The amount of the deficit is rumored at forty million yen. While the money is to come from to meet the current expenses of Japan's large army and navy is the question of the day seriously agitating the minds of statesmen. The people are already highly taxed, and the taxes collected from foreign merchants have fallen far below the sum in the estimates. The minister of finance says the present hard times in Japan are due to a reaction from the speculation after the war with China. It is asserted by the foreign banks that Japan is being drained of gold, but Japanese officials state that only eight millions have gone out since the China War. On the whole, I believe that the able men at the head of the Japanese government can restrain the country from entering into a damaging war without more serious provocation than Russia is likely to give within the next two years."

Mrs. Jones. I hear the ice man is going to be a pugilist.

Mrs. Jones. Heavyweight?

Mrs. Jones. No, lightweight.

Cholly. Don't you know, I think I could smoke if I were dying.

Miss Cutting. You'll probably smoke after you're dead too.

AT ALL BARS AND RESTAURANTS

MARTELL'S

THREE STAR

BRANDY

OF ALL WINE AND SPIRIT MERCHANTS

## Atrocities

### Of Boxers

(Continued From First Page.)

number—which fact excites considerable comment.

With the presence of the guards Pekin soon became quiet, but danger was lurking everywhere. On the outskirts even the bloodshed, looting and burning was progressing on every side. Boxers were destroying the railway and advancing to the capital.

Soon the fugitives began to pour in, and not long afterwards pour out again, bound down to Tien Tsin, for Pekin was not safe. Of all the fugitives to reach the coast, none had a harder fight for their lives than the American, French and Belgian engineers who were surrounded by the Boxers at Fengtai—the beginning of the railway that was to run to Hankow. When the Boxers attacked the station and the machine shops, the engineers barricaded themselves in the machine shops and held the Chinese off for some time. They had several women with them—wives of some of them—and they loaded the rifle belts of the men and otherwise assisted in the effort to repel the Boxers. Soon, though, the foreigners found their position in the shops untenable, as some of the Chinese had rushed them and set fire to a part of the building. They ran for it, fighting their way through the Boxers. When they had got through the Boxer lines, the Chinese gave no more attention to them, but instead went to pillage and destroy the station and machine shops. Two of the Belgians had hurried to Pekin, where they reported the danger to the party and called for volunteers to go to help them. A number of Cossacks were despatched to the rescue.

They set out on June 2 and encountered a large crowd of Boxers forty miles from Tien Tsin, and were obliged to return, being unable to fight their way through the Boxers. The Boxers had got through the Boxer lines, the Chinese gave no more attention to them, but instead went to pillage and destroy the station and machine shops. Two of the Belgians had hurried to Pekin, where they reported the danger to the party and called for volunteers to go to help them. A number of Cossacks were despatched to the rescue.

They set out on June 2 and encountered a large crowd of Boxers forty miles from Tien Tsin, and were obliged to return, being unable to fight their way through the Boxers. The Boxers had got through the Boxer lines, the Chinese gave no more attention to them, but instead went to pillage and destroy the station and machine shops. Two of the Belgians had hurried to Pekin, where they reported the danger to the party and called for volunteers to go to help them. A number of Cossacks were despatched to the rescue.

They set out on June 2 and encountered a large crowd of Boxers forty miles from Tien Tsin, and were obliged to return, being unable to fight their way through the Boxers. The Boxers had got through the Boxer lines, the Chinese gave no more attention to them, but instead went to pillage and destroy the station and machine shops. Two of the Belgians had hurried to Pekin, where they reported the danger to the party and called for volunteers to go to help them. A number of Cossacks were despatched to the rescue.

They set out on June 2 and encountered a large crowd of Boxers forty miles from Tien Tsin, and were obliged to return, being unable to fight their way through the Boxers. The Boxers had got through the Boxer lines, the Chinese gave no more attention to them, but instead went to pillage and destroy the station and machine shops. Two of the Belgians had hurried to Pekin, where they reported the danger to the party and called for volunteers to go to help them. A number of Cossacks were despatched to the rescue.

They set out on June 2 and encountered a large crowd of Boxers forty miles from Tien Tsin, and were obliged to return, being unable to fight their way through the Boxers. The Boxers had got through the Boxer lines, the Chinese gave no more attention to them, but instead went to pillage and destroy the station and machine shops. Two of the Belgians had hurried to Pekin, where they reported the danger to the party and called for volunteers to go to help them. A number of Cossacks were despatched to the rescue.

They set out on June 2 and encountered a large crowd of Boxers forty miles from Tien Tsin, and were obliged to return, being unable to fight their way through the Boxers. The Boxers had got through the Boxer lines, the Chinese gave no more attention to them, but instead went to pillage and destroy the station and machine shops. Two of the Belgians had hurried to Pekin, where they reported the danger to the party and called for volunteers to go to help them. A number of Cossacks were despatched to the rescue.

They set out on June 2 and encountered a large crowd of Boxers forty miles from Tien Tsin, and were obliged to return, being unable to fight their way through the Boxers. The Boxers had got through the Boxer lines, the Chinese gave no more attention to them, but instead went to pillage and destroy the station and machine shops. Two of the Belgians had hurried to Pekin, where they reported the danger to the party and called for volunteers to go to help them. A number of Cossacks were despatched to the rescue.

They set out on June 2 and encountered a large crowd of Boxers forty miles from Tien Tsin, and were obliged to return, being unable to fight their way through the Boxers. The Boxers had got through the Boxer lines, the Chinese gave no more attention to them, but instead went to pillage and destroy the station and machine shops. Two of the Belgians had hurried to Pekin, where they reported the danger to the party and called for volunteers to go to help them. A number of Cossacks were despatched to the rescue.

They set out on June 2 and encountered a large crowd of Boxers forty miles from Tien Tsin, and were obliged to return, being unable to fight their way through the Boxers. The Boxers had got through the Boxer lines, the Chinese gave no more attention to them, but instead went to pillage and destroy the station and machine shops. Two of the Belgians had hurried to Pekin, where they reported the danger to the party and called for volunteers to go to help them. A number of Cossacks were despatched to the rescue.

They set out on June 2 and encountered a large crowd of Boxers forty miles from Tien Tsin, and were obliged to return, being unable to fight their way through the Boxers. The Boxers had got through the Boxer lines, the Chinese gave no more attention to them, but instead went to pillage and destroy the station and machine shops. Two of the Belgians had hurried to Pekin, where they reported the danger to the party and called for volunteers to go to help them. A number of Cossacks were despatched to the rescue.

They set out on June 2 and encountered a large crowd of Boxers forty miles from Tien Tsin, and were obliged to return, being unable to fight their way through the Boxers. The Boxers had got through the Boxer lines, the Chinese gave no more attention to them, but instead went to pillage and destroy the station and machine shops. Two of the Belgians had hurried to Pekin, where they reported the danger to the party and called for volunteers to go to help them. A number of Cossacks were despatched to the rescue.

They set out on June 2 and encountered a large crowd of Boxers forty miles from Tien Tsin, and were obliged to return, being unable to fight their way through the Boxers. The Boxers had got through the Boxer lines, the Chinese gave no more attention to them, but instead went to pillage and destroy the station and machine shops. Two of the Belgians had hurried to Pekin, where they reported the danger to the party and called for volunteers to go to help them. A number of Cossacks were despatched to the rescue.

They set out on June 2 and encountered a large crowd of Boxers forty miles from Tien Tsin, and were obliged to return, being unable to fight their way through the Boxers. The Boxers had got through the Boxer lines, the Chinese gave no more attention to them, but instead went to pillage and destroy the station and machine shops. Two of the Belgians had hurried to Pekin, where they reported the danger to the party and called for volunteers to go to help them. A number of Cossacks were despatched to the rescue.

They set out on June 2 and encountered a large crowd of Boxers forty miles from Tien Tsin, and were obliged to return, being unable to fight their way through the Boxers. The Boxers had got through the Boxer lines, the Chinese gave no more attention to them, but instead went to pillage and destroy the station and machine shops. Two of the Belgians had hurried to Pekin, where they reported the danger to the party and called for volunteers to go to help them. A number of Cossacks were despatched to the rescue.

They set out on June 2 and encountered a large crowd of Boxers forty miles from Tien Tsin, and were obliged to return, being unable to fight their way through the Boxers. The Boxers had got through the Boxer lines, the Chinese gave no more attention to them, but instead went to pillage and destroy the station and machine shops. Two of the Belgians had hurried to Pekin, where they reported the danger to the party and called for volunteers to go to help them. A number of Cossacks were despatched to the rescue.

They set out on June 2 and encountered a large crowd of Boxers forty miles from Tien Tsin, and were obliged to return, being unable to fight their way through the Boxers. The Boxers had got through the Boxer lines, the Chinese gave no more attention to them, but instead went to pillage and destroy the station and machine shops. Two of the Belgians had hurried to Pekin, where they reported the danger to the party and called for volunteers to go to help them. A number of Cossacks were despatched to the rescue.

They set out on June 2 and encountered a large crowd of Boxers forty miles from Tien Tsin, and were obliged to return, being unable to fight their way through the Boxers. The Boxers had got through the Boxer lines, the Chinese gave no more attention to them, but instead went to pillage and destroy the station and machine shops. Two of the Belgians had hurried to Pekin, where they reported the danger to the party and called for volunteers to go to help them. A number of Cossacks were despatched to the rescue.

They set out on June 2 and encountered a large crowd of Boxers forty miles from Tien Tsin, and were obliged to return, being unable to fight their way through the Boxers. The Boxers had got through the Boxer lines, the Chinese gave no more attention to them, but instead went to pillage and destroy the station and machine shops. Two of the Belgians had hurried to Pekin, where they reported the danger to the party and called for volunteers to go to help them. A number of Cossacks were despatched to the rescue.

They set out on June 2 and encountered a large crowd of Boxers forty miles from Tien Tsin, and were obliged to return, being unable to fight their way through the Boxers. The Boxers had got through the Boxer lines, the Chinese gave no more attention to them, but instead went to pillage and destroy the station and machine shops. Two of the Belgians had hurried to Pekin, where they reported the danger to the party and called for volunteers to go to help them. A number of Cossacks were despatched to the rescue.

They set out on June 2 and encountered a large crowd of Boxers forty miles from Tien Tsin, and were obliged to return, being unable to fight their way through the Boxers. The Boxers had got through the Boxer lines, the Chinese gave no more attention to them, but instead went to pillage and destroy the station and machine shops. Two of the Belgians had hurried to Pekin, where they reported the danger to the party and called for volunteers to go to help them. A number of Cossacks were despatched to the rescue.

They set out on June 2 and encountered a large crowd of Boxers forty miles from Tien Tsin, and were obliged to return, being unable to fight their way through the Boxers. The Boxers had got through the Boxer lines, the Chinese gave no more attention to them, but instead went to pillage and destroy the station and machine shops. Two of the Belgians had hurried to Pekin, where they reported the danger to the party and called for volunteers to go to help them. A number of Cossacks were despatched to the rescue.

They set out on June 2 and encountered a large crowd of Boxers forty miles from Tien Tsin, and were obliged to return, being unable to fight their way through the Boxers. The Boxers had got through the Boxer lines, the Chinese gave no more attention to them, but instead went to pillage and destroy the station and machine shops. Two of the Belgians had hurried to Pekin, where they reported the danger to the party and called for volunteers to go to help them. A number of Cossacks were despatched to the rescue.

They set out on June 2 and encountered a large crowd of Boxers forty miles from Tien Tsin, and were obliged to return, being unable to fight their way through the Boxers. The Boxers had got through the Boxer lines, the Chinese gave no more attention to them, but instead went to pillage and destroy the station and machine shops. Two of the Belgians had hurried to Pekin, where they reported the danger to the party and called for volunteers to go to help them. A number of Cossacks were despatched to the rescue.

They set out on June 2 and encountered a large crowd of Boxers forty miles from Tien Tsin, and were obliged to return, being unable to fight their way through the Boxers. The Boxers had got through the Boxer lines, the Chinese gave no more attention to them, but instead

A Confirmation of Entry of Tien  
Tsin by the Relief  
Force.

Hope That the Reported De-  
feat of Allies Is  
Untrue.

Washington, June 26.—The purpose of the government to place an adequate military force in China was made clear to-day when orders were issued to Brigadier-General Adna Chaffee to take command of the forces in China and to proceed at once to assume his new duties. More significant probably than the assignment itself was the wording of the formal orders to Gen. Chaffee, issued late in the day by Acting Secretary of War McClellan, directing him to take command of the troops ordered to China, and to proceed to Pekin by way of San Francisco and Taku, accompanied by his aides. It had been expected the military forces would be concentrated at Chee Foo or some other convenient military base, but the direction to proceed to Pekin indicated a firm determination on the part of the authorities to have a strong military force at the seat of the Chinese government. The announcement of Gen. Chaffee's assignment and the orders to proceed to Pekin came after the state department had declined to accede to the second proposition from six great viceroys of China that foreign troops be kept out of China until Li Hung Chang reaches Pekin.

In more formal manner, with the signatures of the six viceroys, representing the greater part of the empire, Minister Wu repeated to-day his plea of yesterday that foreign troops be kept out of the country.

Secretary Hay laid the formal request of the viceroys before the cabinet meeting, but there was no disposition to vary from the President's determination already made known by Secretary Hay to the Chinese minister, to send the United States forces to such points as were menaced, and where officials and citizens were in danger. While the viceroys spoke for their provinces, they could not speak for Pekin, and it is to Pekin that the officials must anxiously look. Minister Conger is still silent, and the latest advices have shown that little reliance can be placed on the despatches from Shanghai saying the ministers and legations at Pekin were safe. For this reason the orders to Gen. Chaffee to proceed to Pekin took on an added meaning.

Secretary Long received nothing during the day beyond the despatch from Admiral Kempf, stating that the combined forces had entered Tien Tsin and that the Seymour expedition was reported ten miles from Tien Tsin surrounded.

This cleared up one situation, only to present another condition which may prove more grave.

Gen. Chaffee was in conference at the war department to-day with the adjutant-general and the heads of the various supply departments, with a view to his future needs in the conduct of the military campaign in China. It is expected that he will establish his headquarters at Chee Foo about August 1 at the latest, and that he will not have less than 5,000 men at his command, the majority of whom will be withdrawn from the Philippines.

London, June 26.—News was received at Berlin from the German consul at Chee Foo, who announced that the relief column entered Tien Tsin during the afternoon of June 23, and started again on the 24th to rescue Vice-Admiral Seymour, who, with the foreign troops, was said to be occupying a position twelve and a half miles from Tien Tsin on Sunday, and had pressed by a general of Boxers and Chinese regulars.

Possibly the Japanese report that Seymour was in Tien Tsin and that the ministers had left Pekin guarded by Chinese soldiers is a distorted version of the Berlin story. But in any event definite news may be expected speedily, and it is confidently believed here that Seymour and his companions will be safely delivered from their plight.

According to the report of a Chinese refugee who arrived at Shanghai, the condition of Tien Tsin was horrible. Everywhere in the streets were the bodies of massacred men and women. Americans as well as others. The Hongkong and German banks, he adds, were destroyed early during the bombardment.

Shanghai also reports that the American-Russian relief force was so badly ambushed that the forces were obliged to abandon the field guns and much ammunition. About 150 Russians and 11 Americans were killed or wounded.

The German gunboat Iltis and a Russian torpedo boat destroyed are patrolling the Fei Ho river, and taking with machine guns, the native villages on the river banks, which were filled with concealed snipers.

A despatch to the Associated Press from Canton says that city remains quiet, but the female missionaries from the outlying districts are coming in, owing to the warning of native Christians. The missionary hospitals are being destroyed by the students and servants.

Although it is officially said at Canton that Li Hung Chang will not go to Pekin, he has his preparations made for departure.

Chee Foo, June 26.—The officers of the British first-class cruiser Terrible assert that discord exists between the Russian and Anglo-Americans, and say they believe the Russians are planning to break the concert and take possession of Pekin independently.

They assert that Vice-Admiral Seymour's command lacked unison, the foreigners sulking because they were under British rule. They bitterly denounced the general conduct of the Russians as uncivilized and barbarous, and charge that the slaughter of peaceful Chinese at Taku has aroused the otherwise passive natives against the foreigners.

Many persons familiar with the Chinese character think the foreign ministers and Vice-Admiral Seymour are held as hostages for good terms of settlement. They also believe the whole Chinese army is joining in the movement under the leadership of Tung Fu Ssian, who crushed the Mohammedan rebellion. Recently he was nominally degraded for the purpose of organizing an anti-foreign uprising quietly.

It is estimated that 60,000 soldiers, well armed, but poorly disciplined, are about Pekin and Tien Tsin. The Chinese officers boast that they have 400,000 soldiers.

Admiral Seymour's force carried a week's rations and the men had an

average of 150 rounds of ammunition. The Russians' conduct at Taku, according to the other officers, inflamed the natives. The Russians are reported to have been shooting the Chinese indiscriminately and driving away the peaceful Chinese, who would have procured transportation and provisions, and to have looted the town.

Merchants arriving here report that the Boxers are drilling in the streets of New Chwang, and that when the officials inspected, with the view of subduing the Boxers, they found the soldiers had sold their rifles and equipments to the Boxers.

The British consul at Fu Chew is asking for warships. The arrival of the British first-class cruiser Terrible and two Japanese cruisers at Chee Foo to-day relieved the strained situation. Two Chinese forts equipped with Krupp guns command the equipped with Krupp guns command the city.

Commander E. D. Tausig, of the Yorktown, requested the commander of the forts to cease his disquieting manœuvres with cannon, and notified him if Chinese troops were sent to the city ostensibly to repress the Boxers, Americans would be landed.

United States Consul John Fowler's ship is expected to bring 50 missionaries and French priests from the mouth of the Yellow river, whither they are fleeing from the interior.

The commander of the Chinese cruiser Lai Chi of Teng Chow offered Mr. Fowler to go to the relief of the missionaries at Yang Chie Kiang, if assured of protection.

It is reported that the Russians are moving 20,000 men towards New Chwang.

Washington, June 26.—The navy department has received the following cable from Admiral Kempf:

"Relief force reached Tien Tsin on 23rd loss very small. Pekin relief force, which left Tien Tsin on June 10, reported 60 miles from Tien Tsin surrounded. Force left Tien Tsin on 24th to render assistance."

Admiral Kempf's information discloses that Admiral Seymour's force, last heard from at Lang Fang, was short of supplies and water, and with an army of Chinese about it, retraced a good portion of the distance previously covered, and is now back within ten miles from Tien Tsin.

The distance from Tien Tsin to Lang Fang is 50 miles, and to Pekin about 80 miles. It is to succor this Seymour party that the latest expedition left Tien Tsin on the 24th inst., according to the closing words of Admiral Kempf's report.

New York, June 26.—A despatch from the Journal and Advertiser from Chee Foo, June 25th, says:

"The arrivals to-day included 148 persons in all, including the servants and attaches of the mission. The list of missionaries is as follows:

"From Pekin—Reid, Davis, Hobart, Walters, Verity, Gamewell, Lowy, Ament, Ewing, Wewell, Gilman, Glass and Martens. These are of the American Board and Presbyterian Ladies' Missions."

From Tien Tsin—Pyke, Hayne, Patterson, Dowry, Roberts, Wilson, Bead, Stevenson, Glover, Croucher, Stockley and Gailey.

"One hundred and forty-eight arrived in good condition. For Paotung Fu there is very little hope."

Washington, June 26.—The six great viceroys of China, acting through the Chinese minister here, to-day renewed their efforts to have foreign troops kept out of China until Li Hung Chang shall reach Pekin. The request was a formal document signed by the six envoys, including Li Hung Chang. The answer of the United States government was the same as that to the informal request of Minister Wu yesterday, and amounted to a denial.

Washington, June 26.—The President has assigned Major-General Adna R. Chaffee to the command of the military force in China. Gen. Chaffee was at the war department to-day, receiving instructions, and will leave for San Francisco in time to sail on the 1st of July with the Sixth Cavalry.

The navy department announces that the cruiser Brooklyn, with Admiral Romeo aboard, will take 300 marines from Manila to Taku, stopping at Nagasaki en route with the gunboat Prince.

Manila, June 26.—News was received at Berlin from the German consul at Chee Foo, who announced that the relief column entered Tien Tsin during the afternoon of June 23, and started again on the 24th to rescue Vice-Admiral Seymour.

Chicago, June 26.—The Fourth Battalion of United States marines, Major W. P. Biddle in command, passed through Chicago last night in a rush

to duty in the Orient. Major Biddle said that he expected orders in Japan that would throw him and his men into the fighting in China. There are 238 men in the battalion.

# LUMBER

Lake Bennett, Caribou & Closeleigh

SCOWS AND BOATS BUILT TO ORDER.

Special Accommodations for Faster Building Scows, Etc., at Mill. Board and Material Furnished.

FOR PARTICULARS APPLY TO P. G. COLEMAN, MILL HAVEN LUMBER CO., MILL-HAVEN, LAKE BENNETT, SKAGWAY, BONNETT, CARIBOU.

average of 150 rounds of ammunition. The Russians' conduct at Taku, according to the other officers, inflamed the natives. The Russians are reported to have been shooting the Chinese indiscriminately and driving away the peaceful Chinese, who would have procured transportation and provisions, and to have looted the town.

Merchants arriving here report that the Boxers are drilling in the streets of New Chwang, and that when the officials inspected, with the view of subduing the Boxers, they found the soldiers had sold their rifles and equipments to the Boxers.

The British consul at Fu Chew is asking for warships. The arrival of the British first-class cruiser Terrible and two Japanese cruisers at Chee Foo to-day relieved the strained situation. Two Chinese forts equipped with Krupp guns command the city.

Commander E. D. Tausig, of the Yorktown, requested the commander of the forts to cease his disquieting manœuvres with cannon, and notified him if Chinese troops were sent to the city ostensibly to repress the Boxers, Americans would be landed.

United States Consul John Fowler's ship is expected to bring 50 missionaries and French priests from the mouth of the Yellow river, whither they are fleeing from the interior.

The commander of the Chinese cruiser Lai Chi of Teng Chow offered Mr. Fowler to go to the relief of the missionaries at Yang Chie Kiang, if assured of protection.

It is reported that the Russians are moving 20,000 men towards New Chwang.

Washington, June 26.—The navy department has received the following cable from Admiral Kempf:

"Relief force reached Tien Tsin on 23rd loss very small. Pekin relief force, which left Tien Tsin on June 10, reported 60 miles from Tien Tsin surrounded. Force left Tien Tsin on 24th to render assistance."

Admiral Kempf's information discloses that Admiral Seymour's force, last heard from at Lang Fang, was short of supplies and water, and with an army of Chinese about it, retraced a good portion of the distance previously covered, and is now back within ten miles from Tien Tsin.

The distance from Tien Tsin to Lang Fang is 50 miles, and to Pekin about 80 miles. It is to succor this Seymour party that the latest expedition left Tien Tsin on the 24th inst., according to the closing words of Admiral Kempf's report.

New York, June 26.—A despatch from the Journal and Advertiser from Chee Foo, June 25th, says:

"The arrivals to-day included 148 persons in all, including the servants and attaches of the mission. The list of missionaries is as follows:

"From Pekin—Reid, Davis, Hobart, Walters, Verity, Gamewell, Lowy, Ament, Ewing, Wewell, Gilman, Glass and Martens. These are of the American Board and Presbyterian Ladies' Missions."

From Tien Tsin—Pyke, Hayne, Patterson, Dowry, Roberts, Wilson, Bead, Stevenson, Glover, Croucher, Stockley and Gailey.

"One hundred and forty-eight arrived in good condition. For Paotung Fu there is very little hope."

Washington, June 26.—The six great viceroys of China, acting through the Chinese minister here, to-day renewed their efforts to have foreign troops kept out of China until Li Hung Chang shall reach Pekin. The request was a formal document signed by the six envoys, including Li Hung Chang. The answer of the United States government was the same as that to the informal request of Minister Wu yesterday, and amounted to a denial.

Washington, June 26.—The President has assigned Major-General Adna R. Chaffee to the command of the military force in China. Gen. Chaffee was at the war department to-day, receiving instructions, and will leave for San Francisco in time to sail on the 1st of July with the Sixth Cavalry.

The navy department announces that the cruiser Brooklyn, with Admiral Romeo aboard, will take 300 marines from Manila to Taku, stopping at Nagasaki en route with the gunboat Prince.

Manila, June 26.—News was received at Berlin from the German consul at Chee Foo, who announced that the relief column entered Tien Tsin during the afternoon of June 23, and started again on the 24th to rescue Vice-Admiral Seymour.

Chicago, June 26.—The Fourth Battalion of United States marines, Major W. P. Biddle in command, passed through Chicago last night in a rush

to duty in the Orient. Major Biddle said that he expected orders in Japan that would throw him and his men into the fighting in China. There are 238 men in the battalion.

The news that the 9th will sail from Manila to-morrow for Taku was received with pleasure at the war department.

The trip from Manila to Taku will be made on the transports Logan and Port Albert, which are expected to reach the Chinese port by next Monday or Tuesday.

The navy department was informed this afternoon that the gunboat Prince had started from Cavite for Canton.

Chicago, June 26.—The Fourth Battalion of United States marines, Major W. P. Biddle in command, passed through Chicago last night in a rush

to duty in the Orient. Major Biddle said that he expected orders in Japan that would throw him and his men into the fighting in China. There are 238 men in the battalion.

The news that the 9th will sail from Manila to-morrow for Taku was received with pleasure at the war department.

The trip from Manila to Taku will be made on the transports Logan and Port Albert, which are expected to reach the Chinese port by next Monday or Tuesday.

The navy department was informed this afternoon that the gunboat Prince had started from Cavite for Canton.

Chicago, June 26.—The Fourth Battalion of United States marines, Major W. P. Biddle in command, passed through Chicago last night in a rush

to duty in the Orient. Major Biddle said that he expected orders in Japan that would throw him and his men into the fighting in China. There are 238 men in the battalion.

The news that the 9th will sail from Manila to-morrow for Taku was received with pleasure at the war department.

The trip from Manila to Taku will be made on the transports Logan and Port Albert, which are expected to reach the Chinese port by next Monday or Tuesday.

The navy department was informed this afternoon that the gunboat Prince had started from Cavite for Canton.

Chicago, June 26.—The Fourth Battalion of United States marines, Major W. P. Biddle in command, passed through Chicago last night in a rush

to duty in the Orient. Major Biddle said that he expected orders in Japan that would throw him and his men into the fighting in China. There are 238 men in the battalion.

The news that the 9th will sail from Manila to-morrow for Taku was received with pleasure at the war department.

The trip from Manila to Taku will be made on the transports Logan and Port Albert, which are expected to reach the Chinese port by next Monday or Tuesday.

The navy department was informed this afternoon that the gunboat Prince had started from Cavite for Canton.

Chicago, June 26.—The Fourth Battalion of United States marines, Major W. P. Biddle in command, passed through Chicago last night in a rush

to duty in the Orient. Major Biddle said that he expected orders in Japan that would throw him and his men into the fighting in China. There are 238 men in the battalion.

The news that the 9th will sail from Manila to-morrow for Taku was received with pleasure at the war department.

The trip from Manila to Taku will be made on the transports Logan and Port Albert, which are expected to reach the Chinese port by next Monday or Tuesday.

The navy department was informed this afternoon that the gunboat Prince had started from Cavite for Canton.

Chicago, June 26.—The Fourth Battalion of United States marines, Major W. P. Biddle in command, passed through Chicago last night in a rush

to duty in the Orient. Major Biddle said that he expected orders in Japan that would throw him and his men into the fighting in China. There are 238 men in the battalion.

The news that the 9th will sail from Manila to-morrow for Taku was received with pleasure at the war department.

The trip from Manila to Taku will be made on the transports Logan and Port Albert, which are expected to reach the Chinese port by next Monday or Tuesday.

The navy department was informed this afternoon that the gunboat Prince had started from Cavite for Canton.

Chicago, June 26.—The Fourth Battalion of United States marines, Major W. P. Biddle in command, passed through Chicago last night in a rush

to duty in the Orient. Major Biddle said that he expected orders in Japan that would throw him and his men into the fighting in China. There are 238 men in the battalion.

The news that the 9th will sail from Manila to-morrow for Taku was received with pleasure at the war department.

The trip from Manila to Taku will be made on the transports Logan and Port Albert, which are expected to reach the Chinese port by next Monday or Tuesday.



# Farms Wanted.

I shall be glad to receive particulars of a few good farms, which the owners are willing to sell at reasonable prices, to forward to my correspondents.

**DOWSETT, KNIGHT & CO.,**  
Land Agents, London, Eng.

For Publication in Their Circular.

## "The Land Roll."

A copy of which can be seen at my office.

## C. C. REVANS

Land and  
Insurance Agent

34A GOVERNMENT STREET.

### VICTORIA TIDES.

By E. Napier Denison.

The zero of the accompanying scale corresponds to the average lowest yearly tide, and 18.6 feet above the sill of the Esquimalt Dry Dock.

Tuesday, June 26.		Wednesday June 27.	
Time.	Height above zero	Time.	Height above zero
0:10 a.m.	9.4 feet.	1:00 a.m.	8.9 feet
8:00 p.m.	0.5 feet	8:40 p.m.	0.7 feet
3:20 p.m.	8.4 feet.	5:00 p.m.	8.6 feet
8:10 p.m.	8.2 feet.	9:15 p.m.	8.0 feet

**The Mutual Life Insurance Co. of N. Y. Offers the Best Contract on the Market, Largest Guaranteed Cash Values at Lowest Premium Rates Consistent With Safety. Before Placing Your Insurance Elsewhere Ask for Particulars.**

**Heisterman & Co.**

District Managers.

### LOCAL NEWS.

Jam Jars at Russell's.

Granite fruit kettles at Cheapside.

Majestic Ranges at Cheapside.

Blue Ribbon Tea is simply delicious.

### Good Better!! Best!!!

You can take your pick, but the best of drugs is the only kind we keep; and that is what goes into your prescription if you bring it to

DAVIES' DRUG STORE.

30 and 32 Government Street.

Open Day and Night.

Drink "Hondi," purest and best of

Fruit jars and rubber rings at Cheapside.

Clarke & Pearson, sole agents for McClary's Famous Stoves and Steel Ranges.

Does your bike need fixing? We can do the job. Rambler Cyclery, Weller Bros.

Headquarters for British Columbia and Alaska Indian curios and reliques. F. Lausberg, 43 Johnson street.

Weiler Bros. have just opened up a fine line of Chinese and Japanese matts, for floor and dado purposes.

A nice variety of smart-looking hammocks at Weller Bros.' The newest colors and up-to-date styles. (Second floor.)

Reduced prices for remainder of season—Rambler bicycles, \$50. Cyclery, Broad and Broughton streets. Weller Bros.

Apricots.—The best preserving stock of the season is now on the market, selling at lowest prices. Enquire at your grocer's for them without delay, or you will miss the best chance of this season.

Ceylon is second to none in its methods of tea-growing and tea-packing. That is the reason of the excellence of Hondi Ceylon Tea.

The Famine Sufferers.—Large numbers of copies of "The Christian Worker," which is "published in the interests of the Redeemer's Kingdom in all lands" are being circulated in the city, the object being to excite further sympathy for the unfortunate famine sufferers in India. The July number of the publication contains special articles on India's starving millions and numerous photographs depicting the horrible sufferings of the natives; and the latter offering of a character to move the strongest heart to pity. All subscriptions for the fund which may be handed into the Colonist office will be transmitted to the Toronto society and then to Indian, free of charge.

### INFLUENZA

A prophylactic and cure for influenza, la grippe, and all kinds of feverish colds, Dr. Dob's influenza mixture, 50 cents a bottle. See by

F. W. FAWCETT & CO.

49 Govt. St. Chemists and Druggists

Rebuilding the Strathcona—Contractor Fred. Sherbourne is making excellent progress with the work of rebuilding the Hotel Strathcona for the Shawinigan Lake Hotel Company at the pretty resort up the line. The foundations are all laid and part of the frames up. Mr. Sherbourne was in the city yesterday engaging more carpenters.

Well Represented.—"A" Company, R. C. R., turned out 52 strong to attend the memorial service for the late Capt. Blanchar.



We Supply Many Things Essential to His Needs, Such as Feeding Bottles, Tooothing Rings, Sponges, Toilet Powders, as well as All Remedies Required.

**Cyrus H. Bowes, Chemist**  
98 GOVERNMENT STREET. Near Yates Street  
Telephone 425.

A copy of which can be seen at my office.

## C. C. REVANS

Land and  
Insurance Agent

34A GOVERNMENT STREET.

### VICTORIA TIDES.

By E. Napier Denison.

The zero of the accompanying scale corresponds to the average lowest yearly tide, and 18.6 feet above the sill of the Esquimalt Dry Dock.

Trade Sale.—Joshua Davies will sell at his office, Board of Trade building, at 11 o'clock to-day, 24 crates of earthenware.

Victoria Clearing House.—The totals of the Victoria clearing house for the week ending June 26 were \$396,356; balances, \$8,107.

Match Deferred.—As some of the members could not go, the Victoria Senior Association football team will not play at Vancouver on Monday next.

Temporary Commander.—Lieut.-Col. Gregory having been granted leave of absence, the command of the Fifth Regiment devolves upon Major Williams, second in command, until further orders.

I. O. O. F. Meeting.—The regular meeting of Columbia Lodge No. 2, I. O. O. F., will be held this evening. Trustees and delegates to the Board of Union will be elected.

Quiet in Police Circles.—No cases came up before Magistrate Hall in the city police court yesterday, and the provincial police department had also to report "nothing new." No trace has been discovered of the whereabouts or movements of Sergeant Atkins.

Death of Hand.—The death occurred at the family residence, 94 Fourth street, yesterday morning, of Mrs. Tranter, wife of S. Tranter. Deceased was born in Worcestershire, England, 54 years ago. The funeral will take place on Friday afternoon at 2:30.

Forwarded to Ottawa.—The petitions which were circulated in Victoria and Vancouver, praying the Dominion government to take adequate steps to retard the rush of Oriental immigration to British Columbia, have been forwarded to Ottawa. Five thousand signatures were obtained in the two cities, and Nanaimo and Mainland points are yet to be heard from.

Another Branch.—Mr. W. R. Jackson, one of the proprietors of both the Savoy theatre in this city and in Vancouver, leaves this evening for White Horse, to open the theatre and hotel erected at that place by himself and Messrs. J. McDonald and J. B. Simpson. The building has already been erected, and will be opened immediately on Mr. Jackson's arrival.

The Bye-Elections.—The dates for the bye-elections, other than Victoria and South Victoria, in which constituencies nominations will be held on June 29 and elections on July 3, are as follows: South Nanaimo, nominations July 3; election the 10th; North East Kootenay, nomination July 5, election the 11th; Lillooet, nomination July 5, election, the 12th; Dewdney, nomination July 5, election the 10th.

Prizes For Calisthenics.—The trophy given by Capt. Clive Phillips-Wolley for calisthenics was competed for by the pupils of the Girls' Central school yesterday afternoon. The girls consisted of dumb-bell, bar-bell and Indian club exercises. There were quite a number of interested visitors. The list of prize winners is as follows: First—Miss May Tully, Elsie Sharpnel. Second—Misses Rankin, Holmes, G. Sharpnel, Saunders, N. Wilson, Bird, Spencer and Campbell.

Prizes For Calisthenics.—The trophy given by Capt. Clive Phillips-Wolley for calisthenics was competed for by the pupils of the Girls' Central school yesterday afternoon. The girls consisted of dumb-bell, bar-bell and Indian club exercises. There were quite a number of interested visitors. The list of prize winners is as follows: First—Miss May Tully, Elsie Sharpnel. Second—Misses Rankin, Holmes, G. Sharpnel, Saunders, N. Wilson, Bird, Spencer and Campbell.

From Strathcona's Horse.—A letter received on Monday from Capt. T. Pooley of Strathcona's Horse, dated at Mainland, Natal, conveyed the information that at its time of writing the corps was just about leaving to join Buller's force in the forward movement to cut off the Boer retreat. Capt. Pooley and the rest of the Victorians were well. As showing what delays occur to "rush" messages, it may be stated that a cablegram to Capt. Pooley from home was just three weeks in course of transmutation.

Annual Election.—Officers have been elected by Seghers Council, No. 85, Y. M. I., as follows: President, W. H. Harris; first vice-president, E. J. Bayton; second vice-president, Raymond Power; recording secretary, A. V. Hall; financial secretary, M. Steele; corresponding secretary, S. A. Bandy; treasurer, Rev. Father Nicohay; marshal, Walter Harlock; medical examiner, Dr. Frank Hall; inside sentinel, Andrew Gray; outside sentinel, Arthur O'Keefe; executive committee, John Leonard, J. L. Colbert and J. McCurrach.

Licensing Board.—It is considered likely that the vacancy on the board of license commissioners which occurred through the resignation of Ald. Stewart will shortly be filled. It must in any event be done before the next session of the board, inasmuch as on that occasion a rather important question will have to be dealt with—Mrs. Fee's application for a renewal of the license held by the late Dr. J. B. Fee at the saloon on the corner of North Park and Quadra streets. A number of residents in that locality will, it is understood, present a petition opposing the application.

Situation in China.—Mr. W. Coleman, who is in charge of the Chinese mission here during the absence of Rev. Mr. Winchester, is of the opinion that the outbreak in China is one that will assume enormous serious proportions. Mr. Coleman lived in China for eight years, and is familiar with conditions in that country. He says the bulk of the population are bitterly opposed to foreign interference, and will resist any attempts to implant Western civilization with their lives. He can see nothing in sight but a protracted and bitter struggle.

Higher Courts.—The defence in Bird et al. vs. Veith & Borden was opened yesterday morning, Mr. E. V. Bodwell addressing the jury. The rest of the day was occupied in the examination of Mr. Veith by Mr. Duff, and the cross-examination by Mr. Crease. The trial will be continued to-day. The trials of Tumily vs. Tumily, divorce, and Dowler vs. the Union Assurance Co. have been set for to-day. In Rattebury vs. Lawrence the defence has been dropped and judgment signed. The Attorney-General vs. Dunlop will be heard on Friday.

Well Represented.—"A" Company, R. C. R., turned out 52 strong to attend the memorial service for the late Capt. Blanchar.

Rebuilding the Strathcona—Contractor Fred. Sherbourne is making excellent progress with the work of rebuilding the Hotel Strathcona for the Shawinigan Lake Hotel Company at the pretty resort up the line. The foundations are all laid and part of the frames up. Mr. Sherbourne was in the city yesterday engaging more carpenters.

Well Represented.—"A" Company, R. C. R., turned out 52 strong to attend the memorial service for the late Capt. Blanchar.

Rebuilding the Strathcona—Contractor Fred. Sherbourne is making excellent progress with the work of rebuilding the Hotel Strathcona for the Shawinigan Lake Hotel Company at the pretty resort up the line. The foundations are all laid and part of the frames up. Mr. Sherbourne was in the city yesterday engaging more carpenters.

Well Represented.—"A" Company, R. C. R., turned out 52 strong to attend the memorial service for the late Capt. Blanchar.

Rebuilding the Strathcona—Contractor Fred. Sherbourne is making excellent progress with the work of rebuilding the Hotel Strathcona for the Shawinigan Lake Hotel Company at the pretty resort up the line. The foundations are all laid and part of the frames up. Mr. Sherbourne was in the city yesterday engaging more carpenters.

Well Represented.—"A" Company, R. C. R., turned out 52 strong to attend the memorial service for the late Capt. Blanchar.

Rebuilding the Strathcona—Contractor Fred. Sherbourne is making excellent progress with the work of rebuilding the Hotel Strathcona for the Shawinigan Lake Hotel Company at the pretty resort up the line. The foundations are all laid and part of the frames up. Mr. Sherbourne was in the city yesterday engaging more carpenters.

Well Represented.—"A" Company, R. C. R., turned out 52 strong to attend the memorial service for the late Capt. Blanchar.

Rebuilding the Strathcona—Contractor Fred. Sherbourne is making excellent progress with the work of rebuilding the Hotel Strathcona for the Shawinigan Lake Hotel Company at the pretty resort up the line. The foundations are all laid and part of the frames up. Mr. Sherbourne was in the city yesterday engaging more carpenters.

Well Represented.—"A" Company, R. C. R., turned out 52 strong to attend the memorial service for the late Capt. Blanchar.

Rebuilding the Strathcona—Contractor Fred. Sherbourne is making excellent progress with the work of rebuilding the Hotel Strathcona for the Shawinigan Lake Hotel Company at the pretty resort up the line. The foundations are all laid and part of the frames up. Mr. Sherbourne was in the city yesterday engaging more carpenters.

Well Represented.—"A" Company, R. C. R., turned out 52 strong to attend the memorial service for the late Capt. Blanchar.

Rebuilding the Strathcona—Contractor Fred. Sherbourne is making excellent progress with the work of rebuilding the Hotel Strathcona for the Shawinigan Lake Hotel Company at the pretty resort up the line. The foundations are all laid and part of the frames up. Mr. Sherbourne was in the city yesterday engaging more carpenters.

Well Represented.—"A" Company, R. C. R., turned out 52 strong to attend the memorial service for the late Capt. Blanchar.

Rebuilding the Strathcona—Contractor Fred. Sherbourne is making excellent progress with the work of rebuilding the Hotel Strathcona for the Shawinigan Lake Hotel Company at the pretty resort up the line. The foundations are all laid and part of the frames up. Mr. Sherbourne was in the city yesterday engaging more carpenters.

Well Represented.—"A" Company, R. C. R., turned out 52 strong to attend the memorial service for the late Capt. Blanchar.

Rebuilding the Strathcona—Contractor Fred. Sherbourne is making excellent progress with the work of rebuilding the Hotel Strathcona for the Shawinigan Lake Hotel Company at the pretty resort up the line. The foundations are all laid and part of the frames up. Mr. Sherbourne was in the city yesterday engaging more carpenters.

Well Represented.—"A" Company, R. C. R., turned out 52 strong to attend the memorial service for the late Capt. Blanchar.

Rebuilding the Strathcona—Contractor Fred. Sherbourne is making excellent progress with the work of rebuilding the Hotel Strathcona for the Shawinigan Lake Hotel Company at the pretty resort up the line. The foundations are all laid and part of the frames up. Mr. Sherbourne was in the city yesterday engaging more carpenters.

Well Represented.—"A" Company, R. C. R., turned out 52 strong to attend the memorial service for the late Capt. Blanchar.

Rebuilding the Strathcona—Contractor Fred. Sherbourne is making excellent progress with the work of rebuilding the Hotel Strathcona for the Shawinigan Lake Hotel Company at the pretty resort up the line. The foundations are all laid and part of the frames up. Mr. Sherbourne was in the city yesterday engaging more carpenters.

Well Represented.—"A" Company, R. C. R., turned out 52 strong to attend the memorial service for the late Capt. Blanchar.

Rebuilding the Strathcona—Contractor Fred. Sherbourne is making excellent progress with the work of rebuilding the Hotel Strathcona for the Shawinigan Lake Hotel Company at the pretty resort up the line. The foundations are all laid and part of the frames up. Mr. Sherbourne was in the city yesterday engaging more carpenters.

Well Represented.—"A" Company, R. C. R., turned out 52 strong to attend the memorial service for the late Capt. Blanchar.

Rebuilding the Strathcona—Contractor Fred. Sherbourne is making excellent progress with the work of rebuilding the Hotel Strathcona for the Shawinigan Lake Hotel Company at the pretty resort up the line. The foundations are all laid and part of the frames up. Mr. Sherbourne was in the city yesterday engaging more carpenters.

Well Represented.—"A" Company, R. C. R., turned out 52 strong to attend the memorial service for the late Capt. Blanchar.

Rebuilding the Strathcona—Contractor Fred. Sherbourne is making excellent progress with the work of rebuilding the Hotel Strathcona for the Shawinigan Lake Hotel Company at the pretty resort up the line. The foundations are all laid and part of the frames up. Mr. Sherbourne was in the city yesterday engaging more carpenters.

Well Represented.—"A" Company, R. C. R., turned out 52 strong to attend the memorial service for the late Capt. Blanchar.

Rebuilding the Strathcona—Contractor Fred. Sherbourne is making excellent progress with the work of rebuilding the Hotel Strathcona for the Shawin

*Thousands of men and women are daily refreshed and comforted by Blue Ribbon Ceylon Tea.*

## The Plague At Yokohama

Empress of China Brings News of the Presence of the Scourge.

She Has a Large Number of Passengers From China and Japan.

When the Empress of China arrived at the quarantine station yesterday afternoon and the representative of the Colonist went aboard with files of the paper containing the news of the wiping out of Admiral Seymour's column, there was much excitement. Rev. Mr. Bannister mounted a chair in the saloon and read the news to over a hundred of the passengers who had gathered there. It was the sole topic of conversation on the whole steamer, excepting perhaps with two or three Americans who were informed that McKinley and Roosevelt had been nominated, and they talked of nothing else.

The excitement on the steamer was not confined to the passengers, for the officers were excited by a rumor that the vessel was to be requisitioned for service in carrying troops to the Orient. This story, however, had no foundation.

News was brought by the Empress that there is plague in Yokohama. A seaman of the P. & O. steamer Rosetta, who had for some time been suspected of suffering from the plague, died on the afternoon of June 11, and a post-mortem examination which was held immediately afterwards revealed the plague bacillus. The case was at once reported to the Naimusho, and the body was cremated, the ship being sent to Nagahama for disinfection. This is the first case of the true plague to appear at Yokohama.

The passenger list of the Empress was a long one, there being 110 saloon passengers, a smattering of intermediates, and close on 300 Asiatics. Her hold contained over 2,000 tons of cargo.

The passengers were made up of the usual throng of returning missionaries, tourists, army and navy men, and commercials. Among the missionaries were several who came from near the disaffected portion. Rev. Mr. Endicott, who came from Kiangtung, some 400 miles inland from Shanghai, says that, although all was quiet when he left there in May, as he neared the coast he noticed a troubled state among the natives. This present trouble is new, he says, in many plagues. Usually the districts and provinces of China are held remote from each other, but this time the trouble seems to be spread through all; and, again, never before has the capital been the centre of such disaffection. Rev. B. C. Patterson and wife were Virginians who have been preaching in Shan Tung. He says that when he left that province in May the rebellion had not made much progress there. He says Yuen Shaikai, the viceroy of Shan Tung, has made an effort against the Boxers, and that he has done this, Mr. Patterson says, is a good sign. It means that he and the other officials of that province are taking a stand against the anti-foreign rule of the Empress. He, as well as the other missionaries on the steamer, said that the situation in China was indeed a grave one—more serious than the resident of the Occident would believe.

Major Mackenzie, another passenger, was in charge of the fortifications at Shanghai. He does not think that the rebellion will spread to the Yang Tse Kiang, as reported, for the viceroy of Hankow—who is very powerful—is fully cognizant of the strength of the powers, he being more enlightened in this regard than the majority of the Chinese. The Major comes from Shanghai, and he has much to say of reports which come from that city. He says that rumor always becomes fact there and news from there should be taken for what it is worth. He is on six months' leave, and is bound home to enjoy his furlough. Other British service men among the passengers were Lieut.-Col. Browne, of the Sailors and Miners, who have been stationed at Colombo; Lieut. Edwards, R.N., and Staff-Surgeon Whittley, R.N.

Capt. Platt was an officer of the American army, who has been in service at Manila. He is now in the service of the Chinese government. He said, in the course of an interview on the steamer, that he left Pekin in May, and goes to Washington to endeavor to have the laws of the United States regarding the Philippines so amended that Chinese immigrants will be allowed to land there. Now the same laws which apply to the United States are in force there and Chinese are barred. He had an interview with the Empress Dowager some time before leaving Pekin.

Mr. S. Say was a Swiss resident of Baltimore, who was touring on his private yacht, but owing to a mishap with the vessel, he had left her at Shanghai and taken passage home by the Empress. Mr. Simon was a Yokohama silk merchant. A. J. M. Carlill was another merchant of Japan. He is a brother of the steamboat master of the firm of Dodwell & Co. Mr. W. Donaldson is bound to Kimberley from the Orient via England. Rev. Dr. Bannister is an Oxford professor, who has been on an Oriental tour. Gen. Stahl has been connected with the British diplomatic service at Penang.

Among the tourists was Mr. J. C. Holden, of the firm of Ames, Holden, the well-known Eastern shoe firm, and father of Dr. Holden, of this city, who accompanied by the Misses Holden, is doing some globe trotting. He will spend two months in this city with his son.

### MARINE MOVEMENTS.

Two Steamers For Skagway, Both With Heavy Cargoes.

The collier Wellington passed up yesterday afternoon.

Steamer Anur will sail for Skagway to-night.

The Canadian-Australian liner Miowa left Brisbane on June 22 for Victoria.

Orders have been received for the ship Garibaldi, now in Royal Roads, to load lumber at Moodyville.

Steamer Princess Louise left for the North last evening, taking a full cargo of live stock. The Anur goes out this evening, filled to the hatches with general merchandise.

The little cannery steamer Monte Cristo, which has been here for some time undergoing repairs, leaves this evening for the Skeena with a large quantity of cannery supplies and material for a new hotel for Cunningham & Sons.

The American ship Hecla was towed in to the quarantine station yesterday morning by the tug Wanderer, and after passing her inspection proceeded to the Island collieries to load coal. She is from Honolulu, which port she left on June 6.

"C" BATTERY'S HARD TIME.

Interesting Letter From a Brother of Mr. Justice Irving.

A brother of the Hon. Justice Irving, Capt. L. E. Wentworth Irving, a lieutenant in C Battery of the Canadian contingent, has written a very interesting letter from South Africa to his father, Mr. Aemilius Irving, of Toronto. The first section is dated at Marandellas, April 29. It says:

"We are at the end of 351 miles of the hardest and toughest railway travelling I have or hope to experience. This place is the height of the land, and to find it on the map you have to look about 150 miles southeast of Salisbury.

"They have sent me ahead in charge of the horses, with the greater number of drivers. We had everything at Beira, and were landed on the beach, to find that we had to take the horses two and a half miles into the country.

"Beira is a dirty sand beach of twelve years' standing. Dirty Portuguese and bars seem to be the manufactory of the town. I entrained the horses during the afternoon on small ears on a two-foot gauge railway, four horses in a car. It was a hard job to get the horses we were shipped on to Bamboo Creek, time being given us to go to the ship to get our greatcoats or something to eat. After remaining all night in a car, and the men in an open car, we reached Bamboo Creek the next morning about 8. The mosquitoes were very bad, but did not annoy us as much as the Englishmen. The box cars were all closed tight, so that the tse tse fly could not get at the horses. The men suffered very much, as they were right in the open."

The second section is dated May 2. It says:

"We got to Bamboo Creek about 8 o'clock in the morning following. We entrained again into the broader gauge cars (four feet), about fourteen horses to a car, and it was a job to get that many in, I have to leave about forty horses here with a non-commissioned officer and a few men, as they could not give me enough horses to take them all, and I and twenty-two men piled ourselves, with a lot of supplies, into an open car, and left at 1. We travelled all day and all night until we got to Umtali, about 2 p.m. the next day (the 25th)."

"We were in fear of our lives every moment that we would go off the track, as the curves and hills are something dreadful and continuous, and they say it is quite usual to be ditched about four times in a day's run. These hills and curves are almost continuous, and the wretched brutes have on work very badly, our train running away twice in spite of them. This is not a pleasant sensation, especially as everything was pitch dark, the only light on the whole train being an oil smudge used by the engineer. However, we were lucky in being stopped about 2 a.m. until 5 on the road, so we got some sleep.

"We detrained again at Umtali, watered and fed and walked the horses a bit—poor brutes, they were all kicked and hacked to pieces. We were powerless to help them, as when they were once in we could do nothing for them. They, however, have taught the railway people here a lesson, as there was not a car that you could not see daylight where they had kicked the boards off, and some of them very near the roof of the car too. We had to wait until two cars which had been cut off caught up to us and unload and attend to a second lot."

Capt. Irving tells about the march that is before him of 300 miles to Bulawayo, where he had contracted the section with no other officer:

"The reason why I have been left with all this is that they are in such a rush to get up to the front, where Plumer is in a bad way, that they have sent the other sections along, the men by coaches and the guns and wagons by miles. They have been going away in batches like this for the last three days, the men jammed into a tumble-down Dardwood coach drawn by sixteen mules."

"The contractor has to transport each batch 300 miles in about one and one-half days. Of course he can't do it, and I have even put him a bottle of beer that I will beat him with my lot, having to march the whole way."

"The Australians next to us are losing horses at the rate of three and four a day from blue tongue, a form of horse sickness, but so far we have escaped."

"We see the natives getting more and more the native as we advance from Beira. Here they are all naked, except for the breech clout; the women the same, and carrying the children on their hips, and working that way all day without any trouble at all. They are a poor lot at working, and they get kicked and cuffed around like dogs by their employers."

"The country from Umtali here is a rolling one and appears to be the very ideal for a farming country, and yet you see nothing but rolling land with kopjes here and there and absolutely no roads in the place. From Beira to Umtali it is all mountains and valleys, and the high grass grows so close to the track that you can see only a few feet from the car."

### NORTHWEST HORSES.

Gen. Strange Wants the Imperial Government to Encourage Breeding.

The following letter from Major General Strange, who will be remembered as having taken a prominent part in the Northwest rebellion of 1885 appeared in a recent issue of the London Morning Post:

I see in the London Post that the British government has purchased 50,000 horses in the state of New York at an average price of \$100 each. They could have got more serviceable horses for less money from Canada, especially from the prairie country, which produces the hardest horses in the world. The veldt and the prairie are synonymous. The broncho will live on sun-dried grass where the civilized horse will starve. With gait of heart we accept the stars of the Canadians and the gift of Lord Strathcona. But when it comes to putting money into the pockets of Canadians by a permanent advantage to ourselves, we prefer to deal with the over-eager Yankee, who accentuates the boasted solidarity of Anglo-Saxon kinship by a pro-Boer Anglophobia as intense as that of Europe. The steady loyalty of the Canadians is to me a perpetual amazement.

Twenty years ago I started the Military Colonization Ranch in Canada by the purchase of 500 broad mares and suitable stallions, mainly with a view to supplying horses to the British army for war, even then inevitable to all eyes except those at Westminster. When the last Boer revolt broke out I raised and horsed (at my own risk and responsibility), a squadron of cow-boy scouts, and put them under Major Steele, who now commands Lord Strathcona's Horse. Incomparable leader of unmatched scouts, he led and trained of the western column, with its long train of wagons. In a march of 800 miles through a wilderness country and bands of hostile half-breeds and Indians, as wild, as mobile, and as good shots as the Boers, better armed with Winchester repeaters than the Canadian militia infantry with their clumsy old Sniders. We found our enemy entrenched as the Boers entrenched. But they were outmaneuvered and surrendered after two skirmishes, with slight loss to ourselves. That this was possible was due not only to the prairie scout but to the horse he rode. Our horses were seldom picketed, except when in contact with the enemy, or in wooded country where grazing was impossible. Otherwise they grazed at night, kept "rounded up" in cowboy parlance, by the mounted patrols who circled round them. Attempts at stampeding on the part of the enemy failed, for any Indian who entered that circle never left it, and as I rode out in the morning march I passed more than one "redskin" minus his scalp, I asked no questions; "a la guerre comme a la guerre."

The enemy played the game that way. The game in South Africa I don't understand. On one side it seems like the games of my youth at Aldershot, which I have learnt, thank God.

At the conclusion of the Canadian campaign of 1885 the late General Renniehill, H. H. A., visited the Canadian ranches and bought horses for the British army, as did his successor Colonel Goldie. They were reported to be most favorably for several dealers and horse breeders association went on to the War Office and the purchase of horses in Canada for the army was ordered to be discontinued. I brought the matter personally to the notice of Lord Wolseley, who seemed powerless.

I had had enough and retired from the business, recommending that the War Office should send out an officer and a few men to establish an army reserve rough riders to establish an army remount depot in the Calgary district. In the event of war in the Far East mounted infantry and cavalry could be sent dismounted through to Vancouver by the Canadian Pacific railway and steamship line, picking up their mounts on route. It is not too late to consider the question, if there were any deciding power anywhere, for there are "wars and rumors of wars, but the end is not yet."

### SHARKEY BEATEN.

Gus Rhulins Knocks Him Out in the Fifteenth Round.

Seaside, A. C., Coney Island, N. Y., June 26.—Tom Sharkey went down to defeat tonight, and big Gus Rhulins is his conqueror.

It was a clean knock out in the fifteenth round. At all times Rhulins had the fight well in hand. Sharkey did not give up his place in the line of first-class heavyweights without a desperate struggle. In the fifteen round Tom was fired up. He closed but Rhulins sent him away with short left and right jabs on the head. Tom had tired and Gus followed him right to the jaw. Tom staggered and Rhulins stepped in and banged him with both hands until the taller fighter got to the floor. He was up at the count, but was unable to make a defense, and again he went to the door from Rhulins' blows. With bull dog gameness, he struggled again to his feet, Gus, by this time, was hardly able to use his hands, but when Tom again rounded off his feet, he stooged to the game sailor and sent short lefts and rights to the head, that looked as if they would not hurt a child, but Tom was badly done for, and he again went down under them. Again Tom rose to his feet, and Gus walked to him. Tom tried to clinch, but Gus stepped back, and with a straight left to the face and right upper cut to the jaw Tom stepped forward and out, and referee Johnny White waived Rhulins to his corner, while the sailor pugilist's seconds carried him to his corner, where he gradually revived and was soon able to leave the ring.

### HORRIBLE TO CONTEMPLATE.

Material For Golf Balls Is Getting Scarce.

Engineering, referring to the steady rise in the price of gutta-percha, states that it is likely to continue, and that the outlook is serious for the users of gutta-percha golf balls. Whereas the various trees yielding the India-rubber of commerce are found growing pretty well over all tropical parts of the globe, the area of the distribution of the gutta-percha tree is much more circumscribed, the trees of which are severally species being found in Borneo, Sumatra, and the Malayan Archipelago generally. Moreover it is an regrettable fact that the carelessness and destruction of material collection by the natives who commenced the business is being followed with aridly any limitation by their successors of the present day. It is to all very well issuing proclamations against this practice, such as that recently made by the governor of British Borneo; the difficulty arises in enforcing them. There is practically no supervision over the gutta-percha collectors of the Borneo jungles, and it would need an immense police system if each native were to be followed and have his actions reported upon. The present system of collection has other draw-

## BRITISH COLUMBIA SHIPPING.

List of the Vessels Bound to B. C. Ports, With Flag, Rig, Tonnage, Name of Master, Where From, Destination, and Date of Reported Sailing.

Ardnamurchan, British ship, 1,610 tons, Crosby, master; sailed May 31 from Saatchi Rosalia to Royal Roads. Chartered to load salmon on the Fraser on account of Bell-Irving & Co.

Antiope, British ship, 1,335 tons; Murray, master; sailed from San Francisco on June 9, to load coal at Ladysmith.

Brussels—British bark, 991 tons; Tonkin, master; sailed from Liverpool on January 29 for Victoria, B.C., with general cargo consigned to R. P. Rithet.

Carib—German ship, 1,916 tons; Hashagen, master; sailed from Liverpool on May 1 for Victoria with general cargo consigned to Robert Ward & Co.

Cedars—British ship, Badabden, master; sailed from Hongkong for Royal Roads on June 4. For orders. Chartered to load wheat at Portland.

Clan Mackenzie—1,500 tons; sailed from Batavia June 1, via Yokohama, for Royal Roads, to load salmon on account of Evans, Coleman & Evans.

Charles F. Crocker—American schooner, 763 tons; Dewars, master; sailed from Salmon on May 4 for Vancouver with cargo of sugar consigned to B.C. Sugar Refinery.

Corona—American schooner, 374 tons; Anderson, master; sailed from Honolulu on May 21 for Royal Roads. Chartered to load lumber at Chemainus.

Crown Prince—Norwegian bark, 972 tons; Salvanes, master; from Penarth via Punta Arenas to Royal Roads; sailed October 16. At Montevideo March 21 in distress. Chartered to load lumber at Chemainus.

Comet—American schooner, 368 tons; Tornstrom, master; sailed from San Pedro on May 29 for Royal Roads. To load lumber at Chemainus.

Elwell—American ship, 1,356 tons; Ellis, master; sailed from Honolulu for Royal Roads on May 22. To load lumber at Chemainus.

Fieri Cross—1,359 tons; from Newcastle for Royal Roads. To load salmon on account of Robert Ward.

Florence—American ship, 1,574 tons; Ryder, master; sailed from Honolulu on May 25 for Royal Roads. For orders.

Garrison—Norwegian bark, 533 tons; Olsen, master; sailed from Callao on April 13 for Royal Roads.

Glenogil—British ship, 2,193 tons; Stevenson, master; sailed from London on March 3 for Victoria with general cargo consigned to R. P. Rithet & Co.

Hecla—American ship, 1,438 tons; Nelson, master; sailed from Honolulu for Ladysmith on May 23 to load coal.

Helios—German bark, 1,201 tons; Ostermann, master; from Vladivostock to Royal Roads. Chartered to load salmon on the Fraser for Liverpool and London.

Hala—British ship, 1,246 tons; Timothy, master; sailed from London for British Columbia June 8.

Inuberone—British ship, 1,907 tons; Lever, master; sailed from Liverpool on January 31 for Victoria with general cargo consigned to Robert Ward & Co.

James Drummond—American ship, 1,415 tons; Skewes, master; sailed from Port Los Angeles for Esquimalt on June 1. Chartered to load lumber at Chemainus.

Lindfield—British ship, 2,169 tons; Patterson, master; sailed from Santa Rosalia for Royal Roads on May 22. To load lumber at Hastings.

Low Wood—British bark, 1,691 tons; Utley, master; sailed from Acapulco for Royal Roads on June 2. To load lumber at Chemainus.

Macrinhanish—1,641 tons; from Shanghai, Robert Ward & Co.

Nanaimo—British bark, 397 tons; Roberts, master; from Nagasaki for Royal Roads; for orders.

Nymph—German ship, 2,049 tons; Hilmer, master; sailed from Yokohama for Royal Roads on June 7 for Royal Roads.

Paul Rickmers—German ship, 2,817 tons; Watson, master; from Illego for Royal Roads. To load lumber at Chemainus.

# THE WESTSIDE

VICTORIA'S POPULAR STORE.

27th JUNE, 1900

## Things to Wear On Dominion Day AT REMOVAL SALE PRICES

FOUR DAYS OF THE MOST EXTRAORDINARY BARGAIN GIVING VICTORIA HAS EVER KNOWN.

Sensational Bargains in things to wear for Dominion Day will predominate at The Westside all this week. Everything has been re-marked and prices cut down to meet the popular wants. Ready now for your inspection and approval. We expect the next Four Days Bargain selling to eclipse all former record.

### Bargains in Shirt Waists, Outing Costumes, Skirts and Jackets.

#### Ladies' Jackets

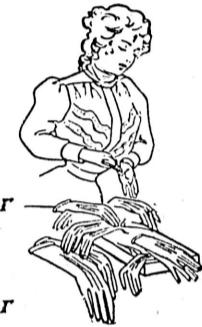
##### Great Bargains.



Entire Jacket stock will be cleared at about half price. Very smart Jackets, former prices \$7.50, 7.75, 8.00 and 8.50.....

Sale prices, \$4.00, 4.50, 5.00, 5.50

#### Summer Gloves



130 DOZEN COOL SUMMER GLOVES, IN WHITE OR BLACK, ALSO IN TAN. USUAL PRICE, 25c.

Sale Price 12 1-2c per pair

123 DOZEN FRENCH DRESS KID GLOVES, THE REGULAR \$1.25 QUALITY .....

Sale Price 90c a pair

#### Summer Belts.

HUNDREDS OF PRETTY BELTS, IN NEW COMBINATIONS AND DAINTY STYLES, FROM...10c. each

#### Veilings.

A SPLENDID VARIETY OF PLAIN AND DOTTED VEILINGS, NEWEST DESIGNS. SALE PRICE.....20c.

#### The Hutcheson Company Limited,

#### Frenchmen Covet Morocco

But the Seizure Would Very Likely Cause European War.

Britain Threatens to Seize Tangier If France Appropriates Taflet.

From New York Tribune.

Many years have elapsed since Lord Salisbury, who at the present moment is the dean of all European statesmen in his wide experience and profound knowledge of diplomacy and foreign affairs, declared in one of those odd bursts of confidence which are denounced by his foes as "blazing indiscretions" that the question which would bring on the long expected and much-dreaded outbreak of a war between the great powers of the Old World, would be in connection not with China, nor yet with Egypt, nor the Balkans, nor yet Asia Minor, but Morocco. Of far graver import than the much discussed Eastern question was the Moorish problem, so he declared. And it would seem that now, when his public career is drawing to a close, the predictions which he made a quarter of a century ago are on the eve of realization.

There is no doubt that the English Premier had this in his mind when at the annual congress of the Primrose League he referred to the necessity of Great Britain being prepared for a conflict of far greater magnitude than the Boer war. All sorts of speculations were indulged in at the time by the press as to the nature of the plot that threatened the British Empire. Some expressed the opinion that it had in view the troubles in China; others that it was Russia's阴谋 in Persia which alarmed him, while some even went so far as to insist that he was haunted by the dread of what the United States might do if Bryan were elected as President and called upon to put into execution his menace against England. It now turns out that it was the Moorish crisis that he had in his mind, and that he regarded the death of the powerful Premier of Morocco, occurring at a time when the present French government was in a tottering condition, and destined to be succeeded by an administration committed to a warlike policy, as entailing serious danger.

I have excellent authority of official origin from London for stating that a "very vigorous correspondence" is proceeding between the British and French governments concerning the affairs in Morocco, while it is a fact well known, not only in the official world in London, but likewise in foreign capitals, that England has determined upon occupying Tangier in the event of France carrying out her intentions of seizing Taflet. There is no doubt that this action on the part of the one nation as of the other would bring them face to face in such a manner that it would be impossible to avert war—a war which the German, the Spanish and the Italian governments have had in contemplation for some time.

In the case of most great international

conflicts there is usually a possibility of averting actual hostilities by means of mediation, of negotiation and of arbitration. In fact, when the Muscovite army was at San Stefano, in sight of St. Petersburg, and was kept from entering the Turkish capital only by a threat on the part of England to move up her fleet to the Bosphorus, was avoided solely by means of arbitration at the Berlin congress of 1878. But in the case of the Moorish problem there can be no question of an international conference. For the only practical proposal to submit to a congress of this kind would be the neutralization of the Straits of Gibraltar, the latter would find powerful auxiliaries among the so-called Rif Arabs, who constitute the finest fighting stock in northern Africa. From among them France has for a long number of years largely recruited her Algerian army, so that it is estimated that at least 50 per cent. of the Rifians have completed short terms of service under the tri-color, are in receipt of a periodical bounty or pension, and would respond to a French call to arms.

England in opposing the absorption of Morocco by France has enjoyed until now the diplomatic support of Germany, Spain, Italy and Portugal. Germany's commercial stake in Morocco is already large, added to which her acquisition of great colonial dependencies in East Africa and in China, with the prospect of the eventual possession of the Dutch East Indies, renders her quite as anxious as England to keep open the entrances to Mediterranean and of the international high road to the Orient. Germany is just as well aware as England that a French protectorate over Morocco, or the annexation of the latter, would be promptly followed by the closing of Moorish doors to all foreign trade save that of France, while Great Britain would no longer be in a position to guarantee to the civilized world free entrance to the Mediterranean as she has done for nearly two hundred years. Italy, especially since the seizure of Tunis, where both her commercial interests and the number of her citizens far surpassed those of every other nation, has been the most uncompromising opponent of the extension of France's territory in northern Africa and of her power in the Mediterranean, while it is not so long ago that the present prime minister of Spain during the course of a public speech at Madrid announced that French intrigue in Morocco was being carefully watched, and that Spain, which still possesses Ceuta and a few other settlements on the northern coast of Morocco, where formerly some of the principal links of that remarkable chain of naval stations and strongholds, by means of which Great Britain retains control of India, and, in fact, of the whole of her vast empire, France, while some even went so far as to insist that he was haunted by the dread of what the United States might do if Bryan were elected as President and called upon to put into execution his menace against England. It now turns out that it was the Moorish crisis that he had in his mind, and that he regarded the death of the powerful Premier of Morocco, occurring at a time when the present French government was in a tottering condition, and destined to be succeeded by an administration committed to a warlike policy, as entailing serious danger.

I have excellent authority of official

origin from London for stating that a "very vigorous correspondence" is proceeding between the British and French governments concerning the affairs in Morocco, while it is a fact well known, not only in the official world in London, but likewise in foreign capitals, that England has determined upon occupying Tangier in the event of France carrying out her intentions of seizing Taflet. There is no doubt that this action on the part of the one nation as of the other would bring them face to face in such a manner that it would be impossible to avert war—a war which the German, the Spanish and the Italian governments have had in contemplation for some time.

In the case of most great international

conflicts there is usually a possibility of averting actual hostilities by means of mediation, of negotiation and of arbitration. In fact, when the Muscovite army was at San Stefano, in sight of St. Petersburg, and was kept from entering the Turkish capital only by a threat on the part of England to move up her fleet to the Bosphorus, was avoided solely by means of arbitration at the Berlin congress of 1878. But in the case of the Moorish problem there can be no question of an international conference. For the only practical proposal to submit to a congress of this kind would be the neutralization of the Straits of Gibraltar, the latter would find powerful auxiliaries among the so-called Rif Arabs, who constitute the finest fighting stock in northern Africa. From among them France has for a long number of years largely recruited her Algerian army, so that it is estimated that at least 50 per cent. of the Rifians have completed short terms of service under the tri-color, are in receipt of a periodical bounty or pension, and would respond to a French call to arms.

England in opposing the absorption of

Morocco by France has enjoyed until

now the diplomatic support of Germany,

Spain, Italy and Portugal. Germany's

commercial stake in Morocco is already

large, added to which her acquisition of

great colonial dependencies in East Africa

and in China, with the prospect of the

eventual possession of the Dutch East

Indies, renders her quite as anxious as

England to keep open the entrances to

Mediterranean and of the international

high road to the Orient. Germany is

just as well aware as England that a

French protectorate over Morocco, or

the annexation of the latter, would be

promptly followed by the closing of

Moorish doors to all foreign trade save

that of France, while Great Britain would no longer be in a position to guarantee to the civilized world free entrance to the Mediterranean as she has done for nearly two hundred years. Italy, especially since the seizure of Tunis, where both her commercial interests and the number of her citizens far surpassed those of every other nation, has been the most uncompromising opponent of the extension of France's territory in northern Africa and of her power in the Mediterranean, while it is not so long ago that the present prime minister of Spain during the course of a public speech at Madrid announced that French intrigue in Morocco was being carefully watched, and that Spain, which still possesses Ceuta and a few other settlements on the northern coast of Morocco, where formerly some of the principal links of that remarkable chain of naval stations and strongholds, by means of which Great Britain retains control of India, and, in fact, of the whole of her vast empire, France, while some even went so far as to insist that he was haunted by the dread of what the United States might do if Bryan were elected as President and called upon to put into execution his menace against England. It now turns out that it was the Moorish crisis that he had in his mind, and that he regarded the death of the powerful Premier of Morocco, occurring at a time when the present French government was in a tottering condition, and destined to be succeeded by an administration committed to a warlike policy, as entailing serious danger.

I have excellent authority of official

origin from London for stating that a "very vigorous correspondence" is proceeding between the British and French governments concerning the affairs in Morocco, while it is a fact well known, not only in the official world in London, but likewise in foreign capitals, that England has determined upon occupying Tangier in the event of France carrying out her intentions of seizing Taflet. There is no doubt that this action on the part of the one nation as of the other would bring them face to face in such a manner that it would be impossible to avert war—a war which the German, the Spanish and the Italian governments have had in contemplation for some time.

In the case of most great international

conflicts there is usually a possibility of

averting actual hostilities by means of

mediation, of negotiation and of arbitration. In fact, when the Muscovite army was at San Stefano, in sight of St. Petersburg, and was kept from entering the Turkish capital only by a threat on the part of England to move up her fleet to the Bosphorus, was avoided solely by means of arbitration at the Berlin congress of 1878. But in the case of the Moorish problem there can be no question of an international conference. For the only practical proposal to submit to a congress of this kind would be the neutralization of the Straits of Gibraltar, the latter would find powerful auxiliaries among the so-called Rif Arabs, who constitute the finest fighting stock in northern Africa. From among them France has for a long number of years largely recruited her Algerian army, so that it is estimated that at least 50 per cent. of the Rifians have completed short terms of service under the tri-color, are in receipt of a periodical bounty or pension, and would respond to a French call to arms.

England in opposing the absorption of

Morocco by France has enjoyed until

now the diplomatic support of Germany,

Spain, Italy and Portugal. Germany's

commercial stake in Morocco is already

large, added to which her acquisition of

great colonial dependencies in East Africa

and in China, with the prospect of the

eventual possession of the Dutch East

Indies, renders her quite as anxious as

England to keep open the entrances to

Mediterranean and of the international

high road to the Orient. Germany is

just as well aware as England that a

French protectorate over Morocco, or

the annexation of the latter, would be

promptly followed by the closing of

Moorish doors to all foreign trade save

that of France, while Great Britain would no longer be in a position to guarantee to the civilized world free entrance to the Mediterranean as she has done for nearly two hundred years. Italy, especially since the seizure of Tunis, where both her commercial interests and the number of her citizens far surpassed those of every other nation, has been the most uncompromising opponent of the extension of France's territory in northern Africa and of her power in the Mediterranean, while it is not so long ago that the present prime minister of Spain during the course of a public speech at Madrid announced that French intrigue in Morocco was being carefully watched, and that Spain, which still possesses Ceuta and a few other settlements on the northern coast of Morocco, where formerly some of the principal links of that remarkable chain of naval stations and strongholds, by means of which Great Britain retains control of India, and, in fact, of the whole of her vast empire, France, while some even went so far as to insist that he was haunted by the dread of what the United States might do if Bryan were elected as President and called upon to put into execution his menace against England. It now turns out that it was the Moorish crisis that he had in his mind, and that he regarded the death of the powerful Premier of Morocco, occurring at a time when the present French government was in a tottering condition, and destined to be succeeded by an administration committed to a warlike policy, as entailing serious danger.

I have excellent authority of official

origin from London for stating that a "very vigorous correspondence" is proceeding between the British and French governments concerning the affairs in Morocco, while it is a fact well known, not only in the official world in London, but likewise in foreign capitals, that England has determined upon occupying Tangier in the event of France carrying out her intentions of seizing Taflet. There is no doubt that this action on the part of the one nation as of the other would bring them face to face in such a manner that it would be impossible to avert war—a war which the German, the Spanish and the Italian governments have had in contemplation for some time.

In the case of most great international

conflicts there is usually a possibility of

averting actual hostilities by means of

mediation, of negotiation and of arbitration. In fact, when the Muscovite army was at San Stefano, in sight of St. Petersburg, and was kept from entering the Turkish capital only by a threat on the part of England to move up her fleet to the Bosphorus, was avoided solely by means of arbitration at the Berlin congress of 1878. But in the case of the Moorish problem there can be no question of an international conference. For the only practical proposal to submit to a congress of this kind would be the neutralization of the Straits of Gibraltar, the latter would find powerful auxiliaries among the so-called Rif Arabs, who constitute the finest fighting stock in northern Africa. From among them France has for a long number of years largely recruited her Algerian army, so that it is estimated that at least 50 per cent. of the Rifians have completed short terms of service under the tri-color, are in receipt of a periodical bounty or pension, and would respond to a French call to arms.

England in opposing the absorption of

Morocco by France has enjoyed until

now the diplomatic support of Germany,

Spain, Italy and Portugal. Germany's

commercial stake in Morocco is already

large, added to which her acquisition of

great colonial dependencies in East Africa

and in China, with the prospect of the

eventual possession of the Dutch East

Indies, renders her quite as anxious as

England to keep open the entrances to

Mediterranean and of the international

high road to the Orient. Germany is

just as well aware as England that a

French protectorate over Morocco, or

the annexation of the latter, would be

promptly followed by the closing of

Moorish doors to all foreign trade save

that of France, while Great Britain would no longer be in a position to guarantee to the civilized world free entrance to the Mediterranean as she has done for nearly two hundred years. Italy, especially since the seizure of Tunis, where both her commercial interests and the number of her citizens far surpassed those of every other nation, has been the most uncompromising opponent of the extension of France's territory in northern Africa and of her power in the Mediterranean, while it is not so long ago that the present prime minister of Spain during the course of a public speech at Madrid announced that French intrigue in Morocco was being carefully watched, and that Spain, which still possesses Ceuta and a few other settlements on the northern coast of Morocco, where formerly some of the principal links of that remarkable chain of naval stations and strongholds, by means of which Great Britain retains control of India, and, in fact, of the whole of her vast empire, France, while some even went so far as to insist that he was haunted by the dread of what the United States might do if Bryan were elected as President and called upon to put into execution his menace against England. It now turns out that it was the Moorish crisis that he had in his mind, and that he regarded the death of the powerful Premier of Morocco, occurring at a time when the present French government was in a tottering condition, and destined to be succeeded by an administration committed to a warlike policy, as entailing serious danger.

I have excellent authority of official

origin from London for stating that a "very vigorous correspondence" is proceeding between the British and French governments concerning the affairs in Morocco, while it is a fact well known, not only in the official world in London, but likewise in

## THE WEATHER.

Meteorological Office,  
Victoria, June 26.—8 p.m.  
SYNOPSIS.

The pressure has increased over the southeastern portion of the province and the adjoining states of Washington and Oregon, while still remaining low at San Francisco; these conditions indicate a return to fair weather for the province. The low area which this morning gave symptoms of approach has passed north. Thunderstorms and light showers have occurred in the Territories. Light showers fell in this district.

## TEMPERATURES.

	Min.	Max.
Victoria	52	68
New Westminster	54	72
Kamloops	53	70
Barkerville	44	76
Calgary	52	70
Winnipeg	56	78
Portland, Ore.	54	70
San Francisco, Cal.	54	70

## FORECASTS.

For twenty-four hours from 5 a.m. (Pacific time), Wednesday: Light or moderate winds, fair and warm to-day and probably Thursday. Lower Mainland: Light winds, fair and warm to-day and probably Thursday.

## VICTORIA DAILY RECORD.

Report for 24 hours ending 5 p.m. Observations taken daily at 5 a.m., noon, and 5 p.m.

## TUESDAY, June 26.

5 a.m.	Mean.....	50
Noon.....	62 Highest.....	69
5 p.m.	Lowest.....	52

The velocity and direction of the wind were as follows:

5 a.m. Calm.

Noon..... 7 miles southeast.

5 p.m. 4 miles south.

Average state of weather—Fair.

Sunshine—9 hours 18 minutes.

Barometer at noon—Observed..... 30.156

Corrected..... 30.154

NEW WESTMINSTER.

Barometer at 5 p.m.—Corrected..... 30.10

## PASSENGERS.

By steamer Islander from Vancouver.

A. J. Charleton B. G. Prior  
R. Black E. A. Earle  
C. Goudin W. A. Jones  
A. Mallin R. Eccles  
Count Bell Master Goudin  
Pellow Harvey J. Coughlin  
Mrs. H. A. Porter Mr. Justice Irving  
Miss Geltle W. H. Jackson  
Mr. Pearson F. Buscombe  
Mrs. Pearson J. Vesali  
T. R. E. McInnes

By steamer Victorian from the Sound.

Mr. Young A. Jarson  
T. Farr H. N. Holden  
Mrs. Wolford A. Stewart  
Misses Messinger Mrs. Wood  
Misses Messinger L. Hendrickson  
E. Hughes K. J. Middleton  
N. M. Nutt S. Berber  
Mrs. Nutt Mrs. Kid  
Miss Ray Mr. McInroy  
J. R. Woodward D. N. Gibson  
A. J. Weelan Mrs. Wilcox  
J. C. Butler Miss Wilcox  
Mrs. Berman Mr. Thompson  
J. A. Scott N. Reiss  
Mrs. Scott Miss Briggs and  
A. S. Hoffman mother  
Mrs. Burns J. Wood  
F. Canny Miss Wood  
G. Perrott N. D. Hills  
Geo. Collins Mrs. Hills  
A. Wesson 1. Svede

## CONSIGNEES.

By steamer Victorian from the Sound.

S. Leiser & Co. Nicholais & R.  
H. B. Co. W. M. Foster  
Mont & Wallace Wilson Bros  
Erskine, W. & Co. S. J. Pitts  
Langley & Co. L. Goodacre  
Lowenberg & Co.

NERVOUS AND

## DEBILITATED.

Almost a Victim of Nervous Prostration  
Was Restored to Health and  
Strength by Dr. Chase's Nerve Food

Mrs. D. W. Cronsherry, 168 Richmond  
street west, Toronto, Ont., states: "My  
daughter, who sews in a white goods  
factory, got completely run down  
by the steady confinement and close at-  
tention required at her work. Her nerves  
were so exhausted, and she was so weak  
and debilitated, that she had to give up  
work entirely, and was almost a victim  
of nervous prostration.

"Hearing of Dr. Chase's Nerve Food,  
she began to use it, and was benefited  
from the very first. It proved an ex-  
cellent remedy in restoring her to health  
and strength. After having used four  
boxes she is now at work again, healthy  
and happy, and attributes her recovery  
to the use of Dr. Chase's Nerve Food."

As a blood builder and nerve restor-  
ative, Dr. Chase's Nerve Food is of in-  
valuable value. It makes the blood red,  
the nerves strong, and the whole system  
healthy and vigorous, 50¢ a box at all  
dealers, or Edmanson, Bates & Co.—  
Toronto.

How neatly young Mr. Crumps took  
down that old Mr. Bigsby.

I didn't hear him.

Hear him! Of course not. He took him  
down in shorthand.—Indianapolis Journal.

My love, he protested, my love Iyan's  
Prest's ever

Oh, yes, I suppose so; you have preserved  
it in alcohol.—Philadelphia North American

STOP THAT COUGH

Some people say it will go away  
in a week or two. We say it will go  
in a reasonable time and it will not do  
so without the assistance of a good  
specific.

We Can Recommend

Pulmonic Cough Cure

As a quick and reliable remedy for  
throat and lung trouble.

HALL & CO.,

Dispensing Chemists.

Clarence Block, Cor Yates and Douglas

## Little Hearts

## Made Glad

Successful Garden Party at the  
S. C. Protestant Orphan's Home.Many Handsome Donations of  
Cash, Groceries and  
Provisions."Every Cloud Has  
a Silver Lining."

The clouds of bad blood enveloping  
humanity have a silver lining in the shape  
of a specific to remove them. It is Hood's  
Sarsaparilla, America's Greatest Medicine,  
which drives out all impurities from the  
blood, of either sex or any age.

Hood's Sarsaparilla  
Never Disappoints.

The garden party which had been ar-  
ranged for yesterday afternoon at the  
British Columbia Protestant Orphans' Home,  
under the management of the  
ladies' committee, proved a magnificent  
success—the attendance was large, the  
day a beautiful one, and the donations  
most generous and appropriate.

The grounds and the building had been  
handsomely decorated by Chief Deasy  
and the members of the fire department,  
and the 60 little children—inmates of  
the home—with their happy, smiling  
faces, assisted in the welcome which  
was given the host of visitors by the  
reception committee. It is estimated that  
fully 500 people were in attendance during  
the afternoon and evening. Among  
them were noticed Admiral Beaumont;  
Hon. Abraham E. Smith, United States  
consul; Hon. J. H. Turner, His Worship  
Major Hayward and Mrs. Hay-  
ward, Col. Grant and Mrs. Grant; H. D.  
Helmcken, Q. C.; Rev. E. S. Rose and  
Mrs. Rose, Rev. Dr. Campbell and  
Mrs. Campbell; Rev. Dr. Wilson and  
Mrs. Wilson, Rev. Bishop Cridge and  
Mrs. Cridge; Dr. MacLennan; Mr. Perring,  
Dr. MacLennan, Dr. J. S. Helmcken  
and Mr. C. H. Leger. The City band  
was present and rendered a fine pro-  
gramme of music.

In the official programme which had  
been issued the affair had been denomi-  
nated a "pound party," and the visitors  
did not forget the significance of that  
term. For they brought pounds of silver,  
and pounds of gold, and the hundreds of pounds of provisions,  
the latter aggregating in value upwards of  
\$250. The cash donations amounted to  
\$123, as follows:

Admiral and Mrs. Beaumont, 1 pound  
silver, ..... \$17.50  
Mrs. Edwin Johnson, £1 ..... 5.00  
Mrs. Newcombe ..... 3.00  
Capt. Richardson ..... 1.00  
E. A. McTavish ..... 1.00  
Rev. F. Payne ..... 2.75  
Mrs. B. Dickenson ..... 1.00  
Mrs. A. J. Smith ..... 1.50  
Mrs. Capt. Wm. Meyer ..... 1.00  
Mrs. C. H. Helmcken, £1 ..... 5.00  
Mrs. P. D. McTavish ..... 5.00  
Mrs. John Fannin ..... 5.00  
Col. and Mrs. Grant ..... 5.00  
Hon. Abraham Smith, £1 ..... 5.00  
Mrs. Frank Barnard ..... 5.00  
Gordon and Mrs. Walker ..... 5.00  
Mrs. Earle ..... 2.00  
Miss Gowen ..... 2.00  
Rev. and Miss Rose ..... 1.00  
Mrs. Findlay ..... 1.00  
Mrs. Saunders ..... 1.00  
Miss Perlin ..... 5.00  
Mrs. B. E. Gordon ..... 2.00  
Johns Bros ..... 10.00  
Mrs. Baird ..... 1.00  
Mrs. Heisterman ..... 1.00  
Mrs. W. Henderson, £1 ..... 5.00  
Mrs. D. Spencer ..... 5.00  
Mr. T. C. Cash ..... 5.00  
Hon. James Dunsmuir ..... 20.00  
Total, ..... ..... \$123.00

The donations other than cash were as  
follows:

Chas. Hayward, pictures and frames,  
scrubbing text cards.

Mrs. (Capt.) Grant, pair feather pillows,  
Mrs. Brocklehurst, frost.

Mrs. Somers, picture and frame,  
Mrs. Higgins, 2 cakes, and sugar.

Mrs. R. E. Knowles, milk and cream,  
Mr. Jack, cherries and cakes.

Mrs. Rodgerel Flinckson, sack of rice,  
Mrs. E. E. Blackwood, cake.

Mrs. C. H. Clark, large roast lamb.

Mrs. T. Kaine, large roast beef.

Erskine, Wall & Co., box tea.

Shreders Bros., two dozen cans peas.

Mrs. E. A. Wyde, sugar.

Mrs. Northcott, roast meat.

Mrs. Redfern, jelly.

Mrs. Edwin Johnson, pictures.

Mrs. Hassell and Miss Grady, preserving  
sugar.

Mrs. F. W. Vincent, feather pillows.

Mrs. W. F. McCulloch, feather pillows.

The Misses McCulloch, box sago.

Mrs. J. P. Elford, groceries.

Mrs. Walter Walker, cake.

Mrs. W. Munby, box of tea.

Mrs. Rattenbury, rolled oats and eggs.

Miss Chase Goring, tea.

Miss Jessie Prior, sugar.

Miss Edythe McElhinney, prunes.

Miss Ethelred McElhinney, rolled oats.

Mrs. Burton, green peas.

The Misses Ward, groceries.

Mrs. Mary McNeill, flanlette.

Miss Carr, bread, cream and sugar.

The Hon. Mr. Bamley, one ham and three  
boxes biscuits.

Mrs. Berlidge, butter and cakes.

Mrs. Laundry, tea.

Bishop and Mrs. Cridge, cocoa.

Mrs. Denny, jam.

Mrs. L. Pittier, bolt of roller towelling.

Mrs. J. H. Turner, sack of flour.

Mrs. Appleby, sack of flour.

Mrs. G. L. Milne, sack of flour.

Mrs. D. R. Ker, sack of rolled oats.

Mrs. T. B. Hall, castle soap.

Mrs. Peter Steele, Jr., prunes.

Mrs. Dupont, print.

Mrs. C. F. Todd, sugar.

No name, can of coffee and sugar.

Mrs. H. A. Muun, sugar.

## Mobilization

## Of Warships

## Great Fleet That Left Yokohama to Go to Scene of Activity.

## How the Uprising Is Looked Upon in the Orient.

Associated Press Letter.

Yokohama, June 15.—The great fleet of foreign warships recently at anchor here has vanished, speeding to the new seat of war, whether all eyes in the East are now turned. That the crisis in China has at last come, and that the empire is on the eve of the long-predicted dismemberment, is very manifest, and all here are now awaiting the development of events with the most intense interest.

It has become evident not only that the Chinese government is powerless to preserve order, but also that the main cause of its powerlessness is its sympathy with the anti-foreign prejudices of the insurgents, and that, therefore, there is nothing left for the powers but to take and keep the supreme control.

Of the details of the events which have led to this now manifest result, it is impossible to give any connected account. Telegraphic communication with Pekin has been cut off since the 10th instant, and little more than rumors of the diplomatic strife between the legations and the government have reached here. Nor is there anything much more reliable in the reports of the doings of the insurgents or of the magnitude of their forces.

This device would be especially welcome on the elevated railroads of this city, where some of the windows cannot be opened at all. On one of the very warm days of last week three visitors from Michigan were seeing the sights of the city under the guidance of a resident Chinese. They had lunched at the Sanatorium and had luncheon at a sky-scraper roof restaurant, and the next thing on the programme was a ride up town on one of the express trains on the Ninth avenue road. They wanted a complete section in the middle of the train, and in order to secure it they tramped down to Rector street. The train pulled out, and then to their disgust they found neither one of their windows would open, although the men strained at them until they were red in the face, and the guard tried with no better success, and a fellow-passenger in overalls produced from a bug an instrument which much resembled the popular conception of a burglar's "jimmy," though really used for laying carpets. But even this had no effect. To make matters worse, they had taken their places on the west side of the train in order to catch fleeting glimpses of the big ships between the billboards along the line and to see Morningside Heights as they sat behind closed panes and sweated in the blazing sunshine to their journey's end.</

# SPECIAL BOYS' SUIT SALE



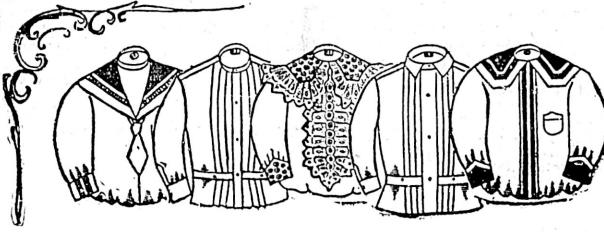
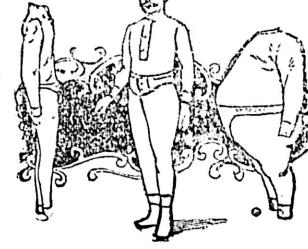
200 Boys' Suits reduced to \$1.65, 1.70, 1.90,  
2.00, 2.20.

20 Doz. Boys' Straw and Canvas Hats, reduced to 10c each.

50 Doz. "McGill" Hose for Boys, extra strong, all sizes, 25c pair.

Boys' Caps, 10c, 15c, 20c,  
25c. We carry a complete line of Boys' Goods.

Halifax Tweed Suits, reduced to \$4.90.



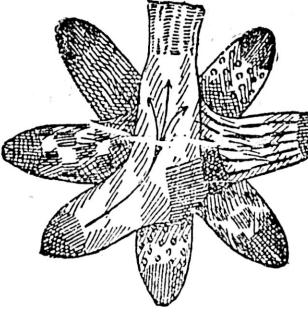
Boys' White Shirts, 50c; Boys' Collars, 10c;  
Regatta and Negligee Shirts, 25c, 50c and 75c.

100 Pairs Strong "Knickers," reduced to 25c per pair.



## B. Williams & Co.

68 AND 70 YATES ST., VICTORIA, B.C.



50 Doz. Fedora and Stiff Hats, reduced to \$1.60.

Boys' Blouses, 50c, 75c, and 90c.

## Oriental Immigration

### Discussion in House of Commons on the Increase of Entrance Tax.

### Col. Prior Says B.C. Has a Right to Expect That Action Be Taken.

The following report of the debate in the House of Commons on the subject of Chinese immigration is taken from Hansard.

Col. Prior brought up the subject as reported in Hansard of June 8 as follows:

Mr. E. G. Prior (Victoria, B.C.)—I know that hon. gentlemen are anxious to get into supply, but I must claim the indulgence of the house for a few moments to make some remarks with regard to what I consider is a most important matter, in fact one of the most important matters before the Canadian House of Commons to-day, I refer to the immigration of Chinese and Japanese into this country. The hon. member for Burrard (Mr. Maxwell), when he brought up the same question, in the same occasion, said that members of parliament had no disagreeable duties to perform. It is a disagreeable duty for me to perform to have to get up every year in this house and bring this matter before hon. members; but I do so in common with all the other members from British Columbia, because we feel so strongly on the subject, and we know our constituents look upon it as a burning question. Last session when I was speaking on this subject I was constantly interrupted by hon. gentlemen on the other side of the house, and I believe by one or two on this side, asking me to stop, as they were tired of hearing it. Well, Mr. Speaker, if they are tired of hearing about it now, they would be still more tired if they had the same influx of Chinese and Japanese as we have in British Columbia to-day. I cannot find words properly to express the intense feeling that there is on this subject, especially among the working classes of British Columbia. As hon. gentlemen know, it is on the Pacific Coast that all these undesirable immigrants land, and it is the working classes of British Columbia who are brought into competition with them in the various lines of industry they undertake. I may say that the people of British Columbia have a right to expect that the government would take some stand in this matter to try and stop the influx of these men, they have a right to expect it, because the right hon. gentleman who leads the government has promised that action would be taken. I remember very well when, just before the election of 1896, a telegram was sent, of which I have a copy here, from Vancouver. It was as follows:

Vancouver, May 23, 1896.

Hon. Wilfrid Laurier,

Windsor Hotel, Montreal:

Do you favor restriction of Chinese immigration and reserving Canada for Canadians, and not the Mongolian race?

(Sgd.) J. C. McLAGAN,

Editor Vancouver World.

The answer came back as follows:

Montreal, May 25, 1896.

J. C. McLagan, Vancouver, B.C.

Chinese immigration restriction not a question in the East. Views of the Liberals in the West will prevail with me.

(Sgd.) WILFRID LAURIER.

Now, Mr. Speaker, that seems to me about as strong a promise as any hon. gentleman could make to an elector. This telegram was read with the greatest glee by all Liberals from one end of British Columbia to the other, and I say that it was the means of gaining to the right hon. gentleman and his supporters hundreds of votes. The workingmen were like hungry trout with their mouths open for some promise, and this telegram was the worm that dropped into them. I tell the house that so long a period has elapsed without this promise being fulfilled that they are more hungry now than ever. The right hon. gentleman says that Chinese immigration restriction is not a question in the East. Well, Sir, it is a long time since he made that statement, but I must differ with him. It is great a question with the people of the East as it is now with the people of the West. I also remember that at a public meeting held at Vancouver in December, 1898, on a question being asked by Mr. G. Bartley as to what prospects there were of an anti-Chinese bill being pushed through the house at the next session, the hon. member for Burrard (Mr. Maxwell) said:

"After his first speech in the house, he had felt its pulse on the question, and found that a good deal of lobbying and personal talk with the members was needed; also a good deal of drumming the question into them. Premier Laurier had, when speaking of the subject,

privately said: 'If you want it you will have to get it, but it would be best to leave the matter till another session.'

Now, Mr. Speaker, that was in the year 1898. The people of British Columbia have waited one year, two years, three years, four years, for the government to do something, but as yet they have done nothing but disallow the legislation that the provincial government had passed with the view of stopping this influx of yellow men. It is now late in the session of 1899, and I was led to believe by the right hon. gentleman who has twice sat states to the house this session, that the government intend to bring in some legislation. But as I said, it is getting on so near the end of the session, at least we hope so, that I feel it my duty to bring this matter up in the house and to find out whether the government intend to do anything.

I am going to enter into details to show why this immigration is so detrimental to all classes of labor in British Columbia. I went into it fully last year and this year, and on several occasions all the members from British Columbia have expounded their reasons that the people of British Columbia are so antagonistic to this immigration; and anybody who wishes to see those reasons and to study the question can find them all in the Hansard. I do not think that at this hour of the session I am called upon to go into the details. These Chinese and Japanese are still coming into British Columbia by the thousands, ship load after ship load. A large number of them pass through into the States, but still a great many of them make their permanent abode in that province. The Minister of Trade and Commerce (Sir Richard Cartwright) some time ago brought down the figures of that immigration, and I think they showed that during the present year something like 9,000 had come into British Columbia. Hon. gentlemen will understand that every Chinaman and every Japanese that comes into the country makes competition with white labor more severe. As every one knows, they are willing to work for a very much less wage than any white man can do. They can live on one-tenth of what a white man, especially if he has a wife and family to support, can earn under the most advantageous possible circumstances. I would take this opportunity of warning our gentlemen in this house of what will occur if the influx is not stopped. One of the papers in British Columbia, I think, the Victoria Colonist, stated that the representatives of British Columbia in parliament could do far more than they have done in training the minds of the people in the East to look upon this question in a proper manner. I contend that they have done everything that possibly could be done, both inside and outside of the house, but there seems to be a feeling amongst the people in the East that the danger is very small to those who live in the East. I would once again say that every gentleman who has the welfare of Canada at heart ought to study the question, and see whether we are drifting. I saw in a paper the other day that in the city of Montreal over 200 Chinamen, the owners of wash-houses, or the employees of wash-houses, had been summoned for not paying the tax imposed by the municipality. You can see them every day in Ottawa and Toronto in increasing numbers. It is only a question of time when these men, every one of whom is hard-working, frugal and industrious, will drive white men and women out of some employment. I would like to draw the attention of the house, who I understand to be the best object lesson that has occurred in this matter, since the first Chinese man landed. That is offered by the action of Mr. Dunsmuir, the large colliery owner of British Columbia, a gentleman who has been employing Chinese and Japanese in his mines. He is a man of great wealth, employing thousands of men, and there has been a keen fight between himself, or his colliery company, and the provincial government as to whether he had the right to employ these men or not. Restrictive legislation has been passed by the provincial legislature, which Mr. Dunsmuir has constantly fought, from the provincial courts to the Privy Council in England. He has won his suit at last. It was declared that the legislation was ultra vires, and he is enabled to employ all the Chinamen he likes above or below ground, but a few days ago I was very glad to see that that gentleman made the public statement that now that he had vindicated his own opinion, and had shown that he was going to run his business as he thought fit and right, he would voluntarily give up what he had been contending for, and he has given orders to his foremen to discontinue the employment of Chinese underground. He says that after years of experience he has come to the conclusion that the employment of Chinese is a detriment to the country, and he has made up his mind that he will not employ them underground any longer, but that he will fill their places with white men as quickly as he can get them, and as soon as other people give up employment of Chinese underground he will do the same. I think it is a striking lesson that a man of his experience who has employed so many Chinamen, and who will lose thousands and thousands of dollars a year by paying higher wages to white men, should give up the employment of Chinamen. He must feel very strongly upon the subject, because it touches his pocket very severely. I might remind my hon. friend of the words I

used in the house last year when I said we could not treat the Japanese as we could the Chinese. In view of the possible complications which may arise in the Orient, we should not do anything that would imperil the friendship of the Japanese government. We should not, therefore, apply the Natal Act.

Sir, hon. members—Hear, hear.

The Prime Minister—This is a matter which we must treat very definitely. I would direct the attention of the hon. gentleman and of the house to the fact that Great Britain, being engaged in war with the Australian colonies did, you may keep them out, but nothing short of that will have any effect whatever.

These men do not come in of their own volition. They are brought in as slaves, by Chinese contractors, who farm them out just as slaves and serfs would be treated. They see nothing of any contract that may be made for them. If a large railway or mining company wants a thousand Chinamen it simply comes to the Chinese boss and says so, and these men are driven out to work like so many cattle. If the tax is only \$50 a head they can pay it, or they can pay \$100 per head, but they will not be able to pay it if it is raised to \$500. I feel convinced that the raising of the head tax to \$500 is the only means of stopping this undesirable influx of Chinamen into British Columbia. The Japanese are looked upon by a majority of the working classes, at all events, in British Columbia, as almost as detrimental to the interests of the country as the Chinese, but, I must confess, that, owing to Imperial interests, as we heard it so well explained by the right hon. leader of the government last session, we must give up all thought of trying to restrict them in this manner. The interests of Great Britain demand that the Japanese nation should be treated with friendship, and I am well aware that the time will come when the Chinese will be brought into the States, but still a great many of them make their permanent abode in that province. The interests of Great Britain demand that the Japanese nation should be treated with friendship, and I am well aware that the time will come when the Chinese will be brought into the States, but still a great many of them make their permanent abode in that province.

The Prime Minister—This is a matter which we must treat very definitely. I would direct the attention of the hon. gentleman and of the house to the fact that Great Britain, being engaged in war with the Australian colonies did, you may keep them out, but nothing short of that will have any effect whatever.

Some hon. members—Hear, hear.

The Prime Minister—This is a question which will require a good deal of consideration, and I am not prepared now to say what will be the provisions of the bill we will introduce. I can only repeat that on Monday the bill will be put on the order paper to be proceeded with as soon as the rules of the house will admit.

Motion agreed to, and house resolved itself into committee of supply.

The subject came up again in the house on June 14.

The Prime Minister (Sir Wilfrid Laurier) moved for leave to introduce Bill No. 180 concerning and restricting Chinese immigration. He said: The members of this house who have had the honor of occupying seats on the floor of parliament in the eighties remember very well that almost every session the question of restricting Chinese immigration, which at that time was a very serious problem, was brought up by the Chinese, who were then a numerous body in this country. It was suggested that we ought to apply the Natal Act. The Natal Act applies to all Asiatics, and is absolutely prohibitory in fact. It would be a bar to all Asiatic immigration.

Mr. Prior—Yes, to all the uneducated class.

The Prime Minister—That is the only class to which objection would be made: we do not object to Chinese or Japanese merchants settling in the country. The gist of the Natal Act is, that no immigrant of Asiatic origin shall be permitted to settle in the country unless he can read and write one of the languages of Europe. This makes it, in effect, prohibitory. We have not thought it advisable to adopt the provisions of the Natal Act, because there are questions of Imperial police connected with this question at this moment which the Canadian people are prepared to ignore.

The Prime Minister—This is the question. What are the steps to be taken?

The Prime Minister—This is a question which will require a good deal of consideration, and I am not prepared now to say what will be the provisions of the bill we will introduce. I can only repeat that on Monday the bill will be put on the order paper to be proceeded with as soon as the rules of the house will admit.

Motion agreed to, and house resolved itself into committee of supply.

The subject came up again in the house on June 14.

The Prime Minister (Sir Wilfrid Laurier) moved for leave to introduce Bill No. 180 concerning and restricting Chinese immigration. He said: The members of this house who have had the honor of occupying seats on the floor of parliament in the eighties remember very well that almost every session the question of restricting Chinese immigration, which at that time was a very serious problem, was brought up by the Chinese, who were then a numerous body in this country. It was suggested that we ought to apply the Natal Act. The Natal Act applies to all Asiatics, and is absolutely prohibitory in fact. It would be a bar to all Asiatic immigration.

Mr. Prior—Yes, to all the uneducated class.

The Prime Minister—That is the only class to which objection would be made: we do not object to Chinese or Japanese merchants settling in the country. The gist of the Natal Act is, that no immigrant of Asiatic origin shall be permitted to settle in the country unless he can read and write one of the languages of Europe. This makes it, in effect, prohibitory. We have not thought it advisable to adopt the provisions of the Natal Act, because there are questions of Imperial police connected with this question at this moment which the Canadian people are prepared to ignore.

The Prime Minister—This is the question. What are the steps to be taken?

The Prime Minister—This is a question which will require a good deal of consideration, and I am not prepared now to say what will be the provisions of the bill we will introduce. I can only repeat that on Monday the bill will be put on the order paper to be proceeded with as soon as the rules of the house will admit.

Motion agreed to, and house resolved itself into committee of supply.

The subject came up again in the house on June 14.

The Prime Minister (Sir Wilfrid Laurier) moved for leave to introduce Bill No. 180 concerning and restricting Chinese immigration. He said: The members of this house who have had the honor of occupying seats on the floor of parliament in the eighties remember very well that almost every session the question of restricting Chinese immigration, which at that time was a very serious problem, was brought up by the Chinese, who were then a numerous body in this country. It was suggested that we ought to apply the Natal Act. The Natal Act applies to all Asiatics, and is absolutely prohibitory in fact. It would be a bar to all Asiatic immigration.

Mr. Prior—Yes, to all the uneducated class.

The Prime Minister—That is the only class to which objection would be made: we do not object to Chinese or Japanese merchants settling in the country. The gist of the Natal Act is, that no immigrant of Asiatic origin shall be permitted to settle in the country unless he can read and write one of the languages of Europe. This makes it, in effect, prohibitory. We have not thought it advisable to adopt the provisions of the Natal Act, because there are questions of Imperial police connected with this question at this moment which the Canadian people are prepared to ignore.

The Prime Minister—This is the question. What are the steps to be taken?

The Prime Minister—This is a question which will require a good deal of consideration, and I am not prepared now to say what will be the provisions of the bill we will introduce. I can only repeat that on Monday the bill will be put on the order paper to be proceeded with as soon as the rules of the house will admit.

Motion agreed to, and house resolved itself into committee of supply.

The subject came up again in the house on June 14.

The Prime Minister (Sir Wilfrid Laurier) moved for leave to introduce Bill No. 180 concerning and restricting Chinese immigration. He said: The members of this house who have had the honor of occupying seats on the floor of parliament in the eighties remember very well that almost every session the question of restricting Chinese immigration, which at that time was a very serious problem, was brought up by the Chinese, who were then a numerous body in this country. It was suggested that we ought to apply the Natal Act. The Natal Act applies to all Asiatics, and is absolutely prohibitory in fact. It would be a bar to all Asiatic immigration.

Mr. Prior—Yes, to all the uneducated class.

The Prime Minister—That is the only class to which objection would be made: we do not object to Chinese or Japanese merchants settling in the country. The gist of the Natal Act is, that no immigrant of Asiatic origin shall be permitted to settle in the country unless he can read and write one of the languages of Europe. This makes it, in effect, prohibitory. We have not thought it advisable to adopt the provisions of the Natal Act, because there are questions of Imperial police connected with this question at this moment which the Canadian people are prepared to ignore.

The Prime Minister—This is the question. What are the steps to be taken?

The Prime Minister—This is a question which will require a good deal of consideration, and I am not prepared now to say what will be the provisions of the bill we will introduce. I can only repeat that on Monday the bill will be put on the order paper to be proceeded with as soon as the rules of the house will admit.

Motion agreed to, and house resolved itself into committee of supply.

The subject came up again in the house on June 14.

The Prime Minister (Sir Wilfrid Laurier) moved for leave to introduce Bill No. 180 concerning and restricting Chinese immigration. He said: The members of this house who have had the honor of occupying seats on the floor of parliament in the eighties remember very well that almost every session the question of restricting Chinese immigration, which at that time was a very serious problem, was brought up by the Chinese, who were then a numerous body in this country. It was suggested that we ought to apply the Natal Act. The Natal Act applies to all Asiatics, and is absolutely prohibitory in fact. It would be a bar to all Asiatic immigration.

Mr. Prior—Yes, to all the uneducated class.

The Prime Minister—That is the only class to which objection would be made: we do not object to Chinese or Japanese merchants settling in the country. The gist of the Natal Act is, that no immigrant of Asiatic origin shall be permitted to settle in the country unless he can read and write one of the languages of Europe. This makes it, in effect, prohibitory. We have not thought it advisable to adopt the provisions of the Natal Act, because there are questions of Imperial police connected with this question at this moment which the Canadian people are prepared to ignore.

The Prime Minister—This is the question. What are the steps to be taken?

The Prime Minister—This is a question which will require a good deal of consideration, and I am not prepared now to say what will be the provisions of the bill we will introduce. I can only repeat that on Monday the bill will be put on the order paper to be proceeded with as soon as the rules of the house will admit.

Motion agreed to, and house resolved itself into committee of supply.

The subject came up again in the house on June 14.

## "My Travels With the Boers"

Douglas Story Tells of His Experiences With the Burghers.

Interesting War Notes During the Campaign in the Free State.

From the Daily News.

To travel through the Republics in war time is not a pleasure without alloy. One leaves Pretoria in a train of remarkable eccentricity or despatch, hussily straining to haul its double or triple load of humanity to a place of uncertain geographical position—the front. To enter the train one must hustle with a great band of rough, unsavoury Boers, using their Mausers, saddles, and bundles of forage as unexpected but effective batteries. Many of these back-country takhaaren never had seen a train when the war broke out, but, beyond their crude anxiety to secure a seat, their behavior is excellent and a model to their European comrades in arms. These latter are possessed of the idea that they add greatly to the effect of their departure by discharging their firearms through the carriage windows—a practice of some interest to those whose relatives are situated upon the railway line. Occasionally a pectoral choker is winged by an impulsive shot, but usually the men go forth into the dark unknown, leaving no tale of their course.

Once the train has successfully extricated itself from the station, the passenger official appears, curious to learn one's point of origin and place of departure, his age, height, color of the hair and eyes, state of the beard—an unstable credential—and incidentals. I have a pocketful of such personalia agreeing only in the insult of their mis-statements. I dread the day when my identity shall be dependent upon one of these documents. The sword of Damocles was sadly lacking in irony compared with these Republican subtleties.

In this country one travels invariably with a horse—een paard, according to the way bill. He holds a considerable interest in the joint stock concern called a Boer, and is not without a certain share in the composition of a correspondent. He is, in fact, an essential constituent of everything that journeys in South Africa, and his comfort has to be deeply considered by the way. At home I had believed this to be attained most satisfactorily by means of a softly padded horse-box, an attendant groom, and a generous supply of carefully selected foodstuffs. But I was wrong. In South Africa your indispensable steed is invariably jerked up an almost perpendicular gangway into an almost perpendicular gangway into a narrow herd of vicious kicking horses at a gallop. If there are less than a dozen in the wagon they can injure each other, but, as a rule, the economical company prevents damage by strictly limiting the number of vehicles.

Out of the kicking, snapping, ill-natured medley one's horse emerges at the end better and happier than at the start. Why he escapes death I know not; but, till now, I have not seen a single fatality. An English horse would die at the mere suggestion of such a journey, but there are many differences of temperament between colonial and home-bred horses. The practical virtues undoubtedly lie with the horses of the country. They will stand for days, as they did at Pieter's Heights, behind their masters, asking and receiving nothing. They will hobble grotesquely round the laager, snatching their subsistence where a locust would be rolled of a meal, and they carry their owners consistently out of danger whenever the demand is made of them. For yeild work they are marvellous, tripping thirty miles a day for days at a stretch. But their appearance belies them. They look like animated birdges, with ingeniously designed corner pieces from which to hang things.

Still, I respect the yeild pony, and, when he does not kick too effectively, would love him. As General De la Rey explained to me the other day: "A Boer consists of four parts—the man, the horse, the Mauuser, and the bandoleer of cartridges. All are essential to the composition of one Boer, and the absence of any constituent is fatal to the whole. In the face of the enemy the man occasionally looks behind him to his horse. So long as that remains steadfast he goes on steadily shooting; but should it retreat, the burgher, without apology, immediately departs. The whole virtue of a Boer's steadiness under fire rests with his horse." I take off my hat with all reverence to the Boer paard.

If your heart is generous and the time table agreeable, you probably have fed and watered your horse at least once in the day's railway journey. Meanwhile you have yourself slept in somewhat discomfiting proximity to a bandoliered burgher in a cushioned compartment, have sprawled painfully awake in an open truck, or have sat precariously perched all night on a peculiarly maladjusted potato sack in the guard's van. I have experienced the various varieties, and dislike the quasi-respectable first-class carriage the most heartily. Its evil effects

are the most lasting. Given a comfortable freight, and the guard's van possibly can be made the most bearable travelling quarters.

Discharged from the train, you find ahead of you fifty miles of impassable railway line, destroyed at the time of the Bloemfontein scurry. The story of the destruction is a curious one. After the fall of Bloemfontein, the Free State Boers held up the line to Kroonstad. The British cavalry was at their heels, there was not time with time to blow up a culvert. Five days later, when Lord Roberts' Horse had got a toehold in an appearance, it occurred to certain of the more contemplative that the railway line had been made too easy to superintend its destruction.

At last a needy American, on the anxious prowl for an opportunity to distinguish himself, secured an engine, a driver and a packet of dynamite. He proceeded down the line and speedily made it impassable. He returned, and received the grateful acknowledgments of the local notabilities. But, as the days went on, and it was slowly realized that the English were not ready to advance, his popularity waned. The Boer commandoes nearest to the practicable railway end were bivouacked on the line, thirty miles to the south, and the nearest British camp lay a dozen miles beyond them. Over those dreary, muddy thirty miles, everything destined for the burghers had to be dragged—five thousand angered men peering hungrily across the veldt for a team of reeling oxen or a jibbing mule. When I left, the enterprising American was appealing to every available informant for assistance in float his scheme. The construction of the bridges had been too efficiently destroyed.

I, too, had to cross the thirty miles, and I stood at the higher border contemplating the prospect. All of the deeply rutted distance stretched away in front of me to the mystical south. Left to myself and my horse, I could have covered the distance in three or four hours, but I had a horseless comrade and some baggage. It took us nearly four days to reach the other side.

We decided to go by ox-wagon. It looked safe, with an ample suggestion of comfort about its roominess. But I rode at a snail's pace by its side all day, and in the evening had earned my night's rest, I crawled beneath the curtain and sought sleep on a sackful of assorted fittings of the most persistent obduracy. All that night of awful misery I was shuttlecocked from one aggressive bolt to another, pitched by the internal machinery of the vehicle into the most exasperatingly agonizing of positions and succeeded with difficulty in succoring my life from underneath an avalanche of mealmeal and sugar bags towards morning. After that I returned to my horse, resting content with its sure and frequent stumbling.

Since then I have tried many schemes of procedure, but none twixt, believing that I have not yet chance upon the one practicable and comfortable method. I have journeyed by ox-wagon, mule-wagon, horse, Cape cart, and even horse-shoe. I should invariably ride were it not for the eternal baggage question. In this winter time one can more than comfortably load his horse with his blankets, leaving him destitute of place for his overcoat and tooth brush.

DOUGLAS STORY.

ARoused AT LAST

To the terrible ravages of consumption in Ontario, the Government is petitioned to establish hospital for convalescents. A movement to be compared to Dr. Chase's Syrup of Linseed and Turpentine, which promptly and effectually cures every cough and cold. It has by far the largest sale of any remedy for throat and lung troubles 25 cents a bottle. Family size 60 cents. All

ABOUT LOCOMOTIVES.

Electric Lamps For Inspecting the Machinery—A Monster Engine.

One of the large type of passenger locomotives, constructed at the Point St. Charles works of the Grand Trunk railway, says the Montreal Gazette, has just been turned out from the shops, and is now at work in the Montreal and Portland night passenger service, which has, in addition to all the well-known modern appliances of merit for the safety and convenience of train operating also been equipped with electric lighting appliances, consisting of a powerful electric lighted head-lamp and a number of incandescent lamps, which have been placed in the cab of the locomotive for the purpose of lighting the steam and air pressure and water gauges. The classification train signal lamps are also electrically lighted. Number of other lamps are situated over the machinery of the locomotive for the purpose of better inspection.

The Pittsburgh Locomotive Works has turned out from its Allegheny works for the New York, Bresnahan, and Lake Erie railroad the largest and heaviest locomotive ever constructed. It is the first of two to be built for the company. The monster engine weighs 240,000 pounds without tender; has cylinders 24 x 32 inches, 240 pounds of steam pressure, and 55-inch driving wheels. The engine stands 15 feet 8 inches above the rails. The tender in working order is expected to weight about 136,000 pounds. Among the departures of this remarkable production of a Pittsburgh works is the fact that the frames are made of armor plate an idea expected to be generally adopted in locomotive construction. The boiler is made of one-inch steel. Prior to this the largest freight engine was that owned by the Illinois Central. It was built by the Brooks Locomotive Company, and weighs approximately 118 tons, just two tons less than the Pittsburgh Works' latest.

## Oriental Immigration

(Continued From Ninth Page.)

er. For that reason, among many others, Chinamen should be prohibited from working in the coal mines. More than that, I would say that the Chinaman is generally an undesirable immigrant. He does not do any good to the country. They say that he helps to build the railways and so on. There are plenty of other people to get that employment. There are plenty of people who, if they are employed, will make their homes in the country, who will assist in developing the country, who will perform the duties of Canadian citizens, who will help to build up the Empire and perform the duties of good citizens, such as we are ready to welcome to this country. Fourteen years ago, as an experiment, it was decided to put a toll of \$50 per head on Chinese coming into the country. That tax was found then to be a success and to work satisfactorily. But experience has shown that it is not a sufficient restriction to impose to-day, that it does not keep out the Chinese, but that they are coming over in larger numbers than ever. The First Minister says he does not think the numbers are larger, but we would have been better satisfied if he had given us some more specific data which the Minister of Trade and Commerce would have furnished him with in order to fortify that opinion. He has just given a general opinion, but we would have been better satisfied if he had fortified that opinion with facts which must be in the hands of the government. So, I say, Mr. Speaker, that the statement made by the First Minister in regard to the Chinese will not be considered satisfactory throughout the Empire by those who have been interested in this subject.

In reference to the other position of the proposal, in regard to the Japanese, I must say that it meets with the endorsement arrived at by the First Minister. I think it is not the time just now to disturb the relationships which exist between the Japanese Empire and any portion of the British Empire. I think that the First Minister, therefore, is quite justified in taking the position he does as regard to Japanese, but, in regard to China it is a growing evil which calls for an immediate remedy. So, I say that the proposal which is made by the government, in my opinion, will be entirely unsatisfactory. Motion agreed to and bill read the first time.

### SURPRISED THE CANUCKS.

A Smart New Yorker Who Created an Unlocked For Sensation.

From the New York Sun.

Just before the inclosure game on Saturday afternoon between the Montreal lacrosse team and the Crescent Athletic Club on the latter's ground at Bay Ridge, the attention of the 3,000 spectators was attracted by a furious puffing from the shore road, and turning in that direction they beheld a young man in a maroon automobile coming down the steep hill at the rate of at least 40 miles an hour.

The vehicle was of rather heavy type, operated by gasoline. Slowing up at the entrance of the club grounds the operator turned in and immediately put on speed again. Perhaps he was enjoying himself, but from the set and strained expression of his features one would guess that he was determined to make a sensation if he blew up the machine.

The sensation materialized in unexpected guise. Pounding on the hill at the back of the tennis courts the auto man turned the lacrosse field from the meadow, which is about 15 feet above the descent is made by two abrupt terraces, each a little over seven feet high, with a level of perhaps 12 feet between. On these terraces, which afford an excellent view of the game, were seated several hundred men and women. Presumably it was the idea of the young man in the automobile to make an accurate approach and stop on the brow of the upper terrace. The approach was accurate enough, but the stop didn't properly eventuate.

"Look out, it's coming over!" came the warning in a score of voices as the machine came to the edge of the terrace. "Don't move, I'm going to stop," called the operator.

He did something with the brakes, and for an appreciable part of a second the vehicle hovered before the slope. But the automobile that hesitates is lost. Either the brakes didn't work or, what is more probable, the operator had not reckoned on the little preliminary slope, having perhaps to stop to eye high, tightly, the twenty-six pounds.

As a result of its 11,300 square yard gas supply, Count von Zeppelin's invention possesses a carrying capacity of a corresponding measurement. According to the calculations of the builder, Engineer Kubler, the entire weight of the ship, including the crew, does not exceed ten tons, notwithstanding in length it measures the size of an ordinary ocean liner. Included in this figure is a water ballast of one to one and a half tons.

Practical experiments with the motors

in a boat on Lake Constance have demonstrated that each motor consumes hourly twelve pounds of benzine. Each benzine tank holds about 120 pounds of benzine, or sufficient for a ten-hours' run. Within this time it is reckoned that with a velocity of 36 feet per second the ship would cover 180 miles in ten hours, or the distance from Philadelphia to New York and return. There is, however, nothing to prevent the carriage of sufficient ballast in the shape of benzine tanks to provide for a run of from 30 to 40 hours, or 720 miles, the distance from Berlin to Rome.

## MUNYON'S COUGH CURE

MUNYON'S COUGH CURE stops a cough, allays irritation and soreness of the throat, relieves pain from disease and positively cures bronchial cough, with rattling in the windpipe and tightness over the chest, rattling cough with secretion, dryness of the chest, difficulty in breathing, cough of old people, short, dry with quick breathing; languor, debility and night fits. It cures the majority of coughs and all pulmonary diseases, where the lungs are not too far consumed by the disease or covered by tubercles. Price 25c.

A definite cure for each disease. At all times ready to help.

Personal letters to Prof. Munyon, 1505 Arch st., Philadelphia, Pa., U.S.A., answered with free medical advice for any disease.

stopped there. The Canadian players who had just come upon the field contemplated its arrival with interest, probably regarding its arrival as one of the curious ceremonial of American sport. Its operator picked himself up and his straw hat up, climbed into it again, apologized generally and turned on the full power. There was a loud buzzing sound, but the result was ignoble, for the automobile crawled a few paces at the speed of a snail and came to a standstill. Something had broken. When last seen it was resting to an inconspicuous position behind the barn by virtue of the good offices of two sturdy club servants, acting as propulsive power.

TO SOAR ABOVE THE CLOUDS.

Count Zeppelin's Great Airship Almost Ready for the Trial Trip.

From the Philadelphia Record.

News comes from Europe that the flying machine designed by Count Zeppelin of the German Army has been completed and is about to be put to a series of trials. Unusual interest is centred on this machine, because of the magnitude of the scheme and because of the association with it of such a distinguished name as Count Zeppelin.

An idea of the enormity of the scheme may be gathered from the fact that before any work was begun a floating construction plant was erected on Lake Constance, 450 feet in length and 65 feet high. In the boathouse the foundation of the ship was laid, and since then the entire construction has been carried on within its four walls.

The airship is 400 feet long, with a diameter of 58 feet. The exterior is aluminum, while the power is furnished by two sixteen horse power Daimler motors, and the crew consists of five men. The cross section of the ship's body amounts to 315 square feet, and the entire surface of opposition, projected on a vertical plane, amounts to about 340 feet.

In constructed the ship is a form of lattice-work, with steel stretching wires.

Outside the lattice is a skin covering of cloth, being a magnesium on top and silk cloth below, which is stretched over the network of ramie fiber that forms a cover for the metal frame.

The body of the balloon is divided into seventeen cross-sections or compartments, each of which is about twenty-five feet long, except two of about twelve and a half feet in length. Each compartment contains an inflated balloon, protected from rubbing against the metal walls by a covering of ramie fiber. In front and at the rear of the ship, both above and below, are steering gears, and at the sides are two pairs of four-bladed screw propellers three and a half feet in diameter.

The advantage of the Zeppelin system of cells, here put into practice for the first time, is this case made apparent; for in the event of a material increase in weight the length of the ship offers a steadiness not to be obtained in any other form of construction. The escape of gas is also confined to small spaces.

Close below the airship, and closely fitted to it, forming a keel, is a gallery 280 feet long, with aluminum eages. This carries, besides the crew of five men, two sixteen horse-power Daimler motors and ninety quarts of benzine, calculated to last ten hours. The combined weight of the motors amounts to 1,430 pounds, the hourly consumption of benzine being twenty-six pounds.

As a result of its 11,300 square yard gas supply, Count von Zeppelin's invention

possesses a carrying capacity of a corresponding measurement. According to the calculations of the builder, Engineer Kubler, the entire weight of the ship, including the crew, does not exceed ten tons, notwithstanding in length it measures the size of an ordinary ocean liner. Included in this figure is a water ballast of one to one and a half tons.

Practical experiments with the motors

in a boat on Lake Constance have demonstrated that each motor consumes hourly twelve pounds of benzine. Each benzine tank holds about 120 pounds of benzine, or sufficient for a ten-hours' run. Within this time it is reckoned that with a velocity of 36 feet per second the ship would cover 180 miles in ten hours, or the distance from Philadelphia to New York and return. There is, however, nothing to prevent the carriage of sufficient ballast in the shape of benzine tanks to provide for a run of from 30 to 40 hours, or 720 miles, the distance from Berlin to Rome.

THE LION'S JUDGMENT.

A Fable to Which There Is a Very Sound Moral.

Once upon a time the Lion was holding his court in a certain forest, when the Jackal entered his presence in great dignification and demanded that the Wolf be called to stand trial. When the latter was brought before the court the Jackal said:

"O, King, I charge the Wolf with having caught a Hare I was closely pursuing; in other words, he took my dinner out of my mouth!"

"It is true, O, King!" exclaimed the Wolf, "tha; I caught the Hare, which I have here before you; but had I not done so she would surely have escaped the Jackal, who is lame in one of his legs."

"She is mine by the laws of the forest!" shouted the Jackal, "and I demand justice."

"But I contend that the spoils belong to the captor," added the Wolf.

"My friends," said the Lion, after thinking the matter over, "there is a point of law here which I must have time to look up and decide wisely; but, meanwhile, as there may be a question as to who the body of the Hare really belongs to, I will pick her bones myself."

"But where do I come in?" shouted the Jackal.

"And I!" added the Wolf.

"Oh, you will take it out in law!" replied the Lion, as he closed the case.

Moral:

Catch a hare before you eat it.

Eat it before you apply to the law.

## CHEAPEST MAGAZINE IN THE WORLD. ONE DOLLAR PER YEAR

Author of "Little Lord Fauntleroy."

MUNYON'S COUGH CURE stops a cough, allays irritation and soreness of the throat, relieves pain from disease and positively cures bronchial cough, with rattling in the windpipe and tightness over the chest, rattling cough with secretion, dryness of the chest, difficulty in breathing, cough of old people, short, dry with quick breathing; languor, debility and night fits. It cures the majority of coughs and all pulmonary diseases, where the lungs are not too far consumed by the disease or covered by tubercles. Price 25c.

A definite cure for each disease. At all times ready to help.

Personal letters to Prof. Munyon, 1505 Arch st., Philadelphia, Pa., U.S.A., answered with free medical advice for any disease.

Editor of Harper's Weekly.

SANUAR CO. RICHARDSON, who is the author of "The Saturday Review," is quite commended. It is the first thing I look for in my copy of the Saturday Times, and it gives to the reader than any literary publication I have ever seen. It is well worth the price of a newspaper, and it is well worth the time to read it. It is not only interesting to me as a writer, but it is also a good guide to the public.

HIRAM CORSON.